Technical Note

AECOM

Project:	**Stockport Town Centre Parking Strategy**	Job No:	**60532712**
Subject:	**Stage 2: Strategy Development – Demand Forecasting**		
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1.1 Introduction

AECOM have been appointed by Stockport Metropolitan Borough Council (SMBC) to produce a Parking Strategy for Stockport Town Centre. Stockport is going through a period of change, driven by a number of recent developments within the Town Centre, and major changes in the local road network. These proposals are aimed at providing increased leisure-based attractions for visitors to the Town Centre, extending the daytime economy into the evening, whilst maintaining accessibility and permeability within the Town Centre.

The study has been commissioned by the Services to Place Directorate within Stockport Council, and as such responds to the need to develop a Parking Strategy that aligns with the long term strategic approach for the developing Stockport Town Centre. This will not only include practical concerns in terms of utilisation, technology and optimising use of resources, but also considers the impact on each of these of likely future development in the town centre.

Stage 1 of the Parking Strategy was an audit of the baseline parking situation in Stockport Town Centre. The findings of this audit were presented in an 'Initial Findings' report, produced by AECOM in March 2017. As well as presenting the findings related to the car park audit, the Initial Findings report also included analysis of current demand from the car parking data supplied by the Council, as well as the forecast impact on car parking from future development expected in the next 15 years within the Town Centre.

Stage 2 of the Strategy is the identification appraisal of options for the various elements of the car parking strategy. A critical part of this is to understand the likely future context of car parking within Stockport, with regard to both availability of parking spaces, and demand for parking as a result of new developments.

This Technical Note sets out the analysis of the future needs assessment, which comprises a comparison of the expected future demand for car parking against the known supply of parking at key milestones during the strategy period. The purpose of this analysis is to identify areas where parking supply might be insufficient to cater for parking demand. This in turn will form a baseline position which will inform the development of strategy options for addressing any issues.

1.2 Future Development Proposals

Through discussions with key stakeholders at SMBC and their Property Services Provider Carillion, a number of proposals for significant new developments within the Town Centre over the next 15 years

have been identified. These developments will impact on the overall parking provision in the Town Centre, the demand for this provision, and the proportion of parking spaces within Council control and management.

The future development proposals can be broken down based on the expected timescale for delivery, and their likelihood of going ahead. For example, there are a number of schemes which have either already commenced construction, or have been granted planning permission with construction to commence within the next 12 months, and therefore the impact of these schemes can be considered with a high degree of certainty. On the other hand, some of the more aspirational and longer term development proposals may be less likely to be realised.

In total, details of 56 potential developments within Stockport Town Centre have been identified through these stakeholder liaisons. Of these, 50 are considered likely to have an impact on Town Centre parking, whether in terms of reducing provision, increasing demand, or both. These are identified, together with relevant information relating to type, composition and expected date of construction, in **Appendix A.** These developments have been analysed based on the likely demand for parking that each will generate, the likelihood that a proposed development will include on-site parking, and if this on-site parking will be sufficient to accommodate the expected demand generated by the development). The analysis will also take into account sites that are likely to include on-site parking which will be available for general public use. These developments are summarised in **Table 1** below:

Table 1: Summary of Likely Future Developments Impacting Parking Supply & Demand in Stockport Town Centre

Ref No:	Development Name	Land Use	Development Size	Expected Year of Opening
Currently Under Construction				
1	Redrock	Leisure / Retail	41,500 sqft	2017
2	Archer House	Residential	75 dwellings	2017
3	Aurora	Industrial	145,000 sqft	2018
4	Former Lamborghini Garage (Stockport Homes)	Office	6,600 sqft	2017
Known Developments				
5	Stockport Interchange	Public Transport	N/A	2018
6	Stockport Interchange Residential Units	Residential	200 dwellings	2025
7	Covent Garden Village	Residential	74 dwellings	2020
8	Booth Street	Residential	40 dwellings /	2020

		/ Care Home	84-bed care home	
Allocated Sites (probable)				
9	Former St Thomas's Site	Residential	60 dwellings	2019
10	5-7 Higher Hillgate	Residential	20 dwellings	2020
11	Former Russell Morley House	Residential	12 dwellings	2018
12	Former Ritz Cinema & Fletcher Street car park	Residential	100 dwellings	2020
13	Heron House	Residential	60 dwellings	2019
14	Edward Street	Residential	90 dwellings	2020
15	IH & SC Office Facility	Office	Up to 60 Staff	2018
16	Former Greenhale House site	Mixed-Use	155 dwellings / 982 sqm retail	2025
Non-allocated Potential Development (possible)				
17	Fire Station King Street West	Residential	25 dwellings	2020
18	Stockport Exchange Phases 3 & 4	Office	12,740 sqm	2021
19	Existing College Site	Residential	200 dwellings	2020
20	Former Colin Mellor site	Residential	300 dwellings	2025
21	White Lion	Residential	10 dwellings	2018
22	29-35 Little Underbank	Residential	6 dwellings	2022
23	1-3 Little Underbank	Residential	5 dwellings	2019
24	Dumvilles Brow	Residential	21 dwellings	2022
25	73-87 Lower Hillgate	Residential	20 dwellings	2022
26	6-14 Millgate	Residential	14 dwellings	2020
28	Stockport Station Masterplan (Residential)	Residential	451 dwellings	2025
29	Stockport Station Masterplan (Employment / Mixed Use)	Office	Up to 200 staff	2025
30	One Public Estate (Town Centre)	Residential	95 dwellings	2019
32	Exchange Street MSCP	Car Park	400 spaces	2020
33	Merseyway	Residential	77 dwellings	2020
34	Former Royal Mail Sorting Office	Residential	90 dwellings	2018
35	Weir Mill	Residential	305 dwellings	2020
36	Meadow Mill	Residential	213 dwellings	2025
37	Stagecoach Depot 1	Residential	200 dwellings	2025
38	Stagecoach Depot 2	Office	Up to 100 staff	2025
39	Stagecoach Depot 3	Residential	40 dwellings	2025
41	Chestergate	Residential	40 dwellings	2025
43	Mercedes Garage, Heaton Norris	Retail	6,745 sqm	2019
46	Water Street	Non-food retail / leisure	5,575 sqm	2020
48	Millgate	Residential	30 dwellings	2025
49	Hopes Carr	Residential	17 dwellings	2025
50	Lidl	Retail	2,475 sqm	2020
51	Charles Street	Residential	113 dwellings	2018
52	Stockport Exchange Phase 5 & 6	Office	28,135 sqm	2020
53	Regal House	Residential	90 dwellings	2025
54	Phase 3 MAC House	Residential	36 dwellings	2025
55	Various Potential Residential Plots	Residential	Up to 400 dwellings	2025

56	Business Incubation Unit	Office	1,900 sqm	2025

The locations of these developments are shown in Drawing Reference 60532715-REF-CT-001-REVA in **Appendix B**.

It is anticipated that on-site parking will be provided at approximately half of these sites, which in the majority of cases will be adequate to accommodate the forecast demand for parking without resulting in an increase in demand for public town centre parking. Furthermore, five of these developments are likely to include new publically available car parks which could potentially have spare capacity. In addition, four development sites have been identified as new public car parks, which will add to the existing parking stock without directly generating new demand for parking.

1.3 Impact of Future Developments on Parking Demand

In order to assess the likely impact on the future parking stock of these developments, as well as the impact of likely future background growth in the number of visitors travelling to Stockport Town Centre by car, the first step was to summarise the various future changes that are anticipated within the Town Centre. From this summary, set out in **Table 2** below, it was possible to create a timeline to illustrate when car parks were likely to close as a result of new developments, when the new developments were likely to open, and which of the retained car parks were likely to be affected by each of the developments.

Table 2. Summary of Anticipated Timescales for Developments

Development	Milestone	Implications
Redrock Stockport	Oct-17	Opening of Redrock Stockport leisure/retail development. Likely increase in demand for parking at Merseyway at peak times
IH & SC Hospital Office Facility	Jun-18	Closure of Loonies Court car park to accommodate new office development. Loss of 16 Permit parking spaces.
TCAP Car Park	Mid-2018	Opening of new TCAP car park. Provision of 20 new spaces.
Covent Garden Village	Jun-19	Closure of Banbury Street car park to accommodate new residential development. Loss of 33 long-stay parking spaces.
Fletcher Street housing	Jun-19	Closure of Fletcher Street and Ritz Cinema car parks to accommodate new residential development Loss of 190 long-stay parking spaces.
Merseyway housing	Jun-19	Closure of one floor of Merseyway MSCP to accommodate new residential development. Loss of 163 long-stay parking spaces.
Edward Street housing	Jun-19	Closure of Edward Street car park to accommodate new residential development. Loss of 30 long-stay parking spaces.
Proposed new Town Centre residential developments	2018 – 2019	Completion of approximately 220 new residential dwellings at White Lion, former Royal Mail Sorting Office, Charles Street and Little Underbank. Likely increase in demand for long-stay parking.

Development	Milestone	Implications
Lidl	Mid-2020	Opening of new Lidl foodstore. Potential increase in demand for town centre parking.
New town centre car parks	Throughout 2020	Opening of new MSCPs at Exchange Street and Heaton Lane, and extension of Peel Centre surface car park. Provision of approximately 1,550 new parking spaces.
Potential long-term Town Centre developments	2025-2030	Closure of Norbury Street/Piccadilly and Wellington Street car parks to accommodate new residential developments. Loss of 100 long-stay parking spaces.
	2025	Opening of new College site at Stockport Interchange. Likely increase in demand for town centre parking.
	2025	Completion of new residential development on Wellington Street car park. Potential increase in demand for town centre parking.
	2025	Completion of new residential development on Newbridge Lane car park. Potential increase in demand for parking at Newbridge Lane.
	2025-2030	Completion of new residential and office development at Stagecoach Depot. Completion of various residential plots within town centre. Likely increase in demand for town centre parking.

The likely demand for car parking resulting from each of the developments identified in **Table 1** was then estimated from the forecast development trip generation set out in the Transport Assessment (TA) reports that have been prepared for each development. Where no TA has currently been prepared for a development, the industry-standard TRICS trip generation software was used to provide vehicle trip rates for each of the different development types.

It was also assumed that unless information to the contrary had been indicated by SMBC and Carillion, a development would not include on-site parking specifically for users of that development, and would instead need to be served by one or more car parks elsewhere. For those short-term developments for which the proposed parking provision was known, this parking provision was taken into account in the calculations.

For analysis purposes, the study area was divided into a number of zones. The zones were defined based on a combination of the location of existing car parks, the distribution of anticipated new developments, and the geography of Stockport Town Centre. A summary of the zones together with the key destinations each encompasses is provided in **Table 3**. The extent of each zone is illustrated on Drawing Reference 60532715-REF-CT-002 in **Appendix C.**

Table 3. Summary of Parking Zones and Key Destinations

Zone	Key Destinations
Town Centre North West	Bus Station
	Various existing light industrial units
Town Centre North East	Merseyway
	Redrock (from Nov 2017)
	Asda
	Sainsburys (potentially until 2025)
Town Centre South West	Grand Central
	Stockport Exchange
	Stockport Railway Station
	Hat Museum
	Garrick Theatre
Town Centre South East	Town Hall
	St Petersgate leisure/retail units
	Robinsons Brewery
	Market Place / Staircase House
Higher Hillgate	Existing land use predominantly residential and commercial
Portwood	Tesco
	Peel Centre
	Matalan
Heaton Mersey	Zone covers areas of Heaton Mersey and Cheadle Heath
	Existing land use predominantly residential
Edgeley	Stockport County FC
	Potential future development of Stockport Station Masterplan Area
	Existing land use predominantly residential

A summary of the estimated forecast demand for off-site parking that will be generated by each of the proposed and potential development sites is provided in **Tables 4** and **5**. This forecast demand has been broken down based on proposed residential and non-residential sites, since the type of parking required will be different for each of these categories. These forecasts represent the overall demand at the end of the strategy period, if the all developments are built out as anticipated. Where noted, the forecasts assume provision of on-site parking, or a contractual obligation for provision of off-site parking. Where neither of these applies, the forecast demand has been estimated based on parking accumulation calculated from the relevant trip rates. Furthermore, the forecast demand assumes no controls will be in place to limit demand, for example due to proximity to public transport facilities or limited provision of on-site parking. The forecasts therefore represent the likely maximum long-term demand for parking.

Table 4. Forecast Future Demand for Off-Site Parking – Residential Developments

Zone	Site Ref	Site	On-site parking?	Contractual obligation for off-site parking		No. off-site spaces needed	
				Y/N	No. Spaces	Daytime	Evening
TCNW	6	Stockport Interchange (residential)	N	N	0	19	78
	35	Weir Mill	Y	Y	200	200	200
	37	Stagecoach Depot 1	Y	Y	150	150	150
	41	Chestergate	Y	Y	20	20	20
		TCNW Total				**389**	**448**
TCNE	21	White Lion	N	Y	11	11	11
	22	29 - 35 Little Underbank	N	N	0	1	2
	23	1 - 3 Little Underbank	N	Y	6	6	6
	26	6 - 14 Millgate	Y	N	0	0	0
	33	Merseyway	Y	N	0	0	0
	42	Newbridge Lane car park	N	N	0	8	35
	48	Millgate	N	Y	30	30	30
		TCNE Total				**56**	**84**
TCSW	34	Former Royal Mail Sorting Office	N	Y	60	60	60
	39	Stagecoach Depot 3	N	Y	40	40	40
		TCSW Total				**100**	**100**
TCSE	2	Archer House	Y	N	0	0	0
	7	Covent Garden Village	Y	N	0	0	0
	11	Former Russell Morley House (no. 6 Hillgate)	N	N	0	1	4
	12	Former Ritz Cinema & Fletcher St car park	Y	N	0	0	0
	13	Heron House	Y	N	0	0	3
	14	Edward Street	Y	Y	45	45	45
	16	Former Greenhale House site	Y	N	0	0	0
	20	Land off Wellington St (former Colin Mellor site)	Y	N	0	8	108
	24	Dumville Brow	N	Y	21	21	21
	25	73 - 87 Lower Hillgate	Y	N	0	0	0
	49	Hopes Carr	N	N	0	2	7
		TCSE Total				**77**	**188**
HH	9	Former St Thomas' Site	Y	N	0	0	0
	10	5-7 Higher Hillgate	N (?)	N	0	2	8
	19	Former College Site	Y (?)	N (?)	0	19	78
	51	Charles St	Y (?)	N	0	11	44
		Higher Hillgate Total				**32**	**130**
E	8	Booth St	Y	N	0	0	0
	17	Fire Station King St West (One Public Estate)	Y	N	0	0	0
	28	Stockport Station Masterplan - Residential	Y (?)	N	0	0	0
		Edgeley Total				**0**	**0**
P	36	Meadow Mill	Y	N	0	0	0
		Portwood Total				**0**	**0**
TBC	53	Regal House	N (?)	N	0	8	35
	54	5 - 7 Higher Hillgate	N (?)	N	0	2	8
	55	Phase 3 MAC House	N (?)	N	0	3	14
	30	One Public Estate (Town Centre)	N (?)	N	0	9	37
	57	Miscellaneous additional residential plots (up to 400 units)	N (?)	N	0	38	155

	TBC Total	66	272

Table 5. Forecast Future Demand for Off-Site Parking – Non-Residential Developments

Zone	Site Ref	Site	On-site parking?	Contractual obligation for off-site parking		No. off-site spaces needed		Notes
				Y/N	No. Spaces	Daytime	Evening	
TCNW	5	Stockport Interchange (without College)	N	N	0	0	0	
	40	Heaton Lane 2	Y	N	0	0	0	Public car park with potential spare capacity at certain times
	45	TCAP proposed car park	Y	N	0	0	0	Public car park, but potentially outside of study area boundary. Only 20 spaces so limited spare capacity likely.
		TCNW Total				**0**	**0**	
TCNE	1	Redrock	Y	N	0	0	0	Public on-site car park with potential spare capacity at certain times
		TCNE Total				**0**	**0**	
TCSW	18	Stockport Exchange Phase 3 & 4	Y	N	0	143	0	
	32	Exchange St MSCP	Y	N	0	0	0	Potential public car park
	52	Stockport Exchange Phase 5 & 6	?	?	?	1040	0	Based on worst-case, unrestricted demand assumptions. Supporting TA envisages lower trip gen which could be accommodated in on-site MSCPs.
		TCSW Total				**1183**	**0**	
TCSE	4	Former Lamborghini Garage (Stockport Homes)	Y	N	0	0	0	
	15	IH & SC (Hospital Office Facility)	Y	Y	250	0	0	New staff relocating from Regents House. Parking needs currently accommodated in Heaton Lane. No additional provision required.
	58	Business Incubation Unit	N	N	0	70	6	Would potentially require closure of Churchgate
		TCSE Total				**70**	**6**	
HM	3	Aurora	Y	N	0	0	0	Public on-site car park with potential spare capacity at certain times
	43	Mercedes Garage, Heaton Norris	Y	N	0	0	0	
	44	Kings Valley	Y	N	0	0	0	
		Heaton Mersey Total				**0**	**0**	
HH	50	Lidl	Y (?)	N (?)	0	0	0	
		Higher Hillgate Total				**0**	**0**	
E	29	Stockport Station Masterplan - Employment / Mixed Use	N (?)	N (?)	?	776	64	
	38	Stagecoach Depot 2	N	Y	50	50	50	
		Edgeley Total				**826**	**114**	

	46	Water St	Y	N	0	0	0	
	47	Peel Centre car park extension	Y	N	0	0	0	Public car park with potential spare capacity at certain times
	Portwood Total					**0**	**0**	

1.4 Impact of Future Developments on Parking Supply

As well as generating demand for parking spaces, a number of the potential future development sites will be constructed on existing car park sites. This will therefore also have an impact on the baseline availability of car parking stock in the town centre.

Table 6 provides a summary of the available provision of off-street car parking in Stockport Town Centre at each key milestone during the strategy period. This effectively represents a ‘Do Nothing’ situation with regard to provision of new car parks. It should be noted that the below table only considered existing car parks that form part of the baseline parking stock, and does not take into account those new car parks that have already been identified within the potential new developments included in Table 5 above.

Table 6. Forecast Future Provision of Off-Street Car Parks

Ref.	Zone	Location	Ownership	Operated by	Baseline (31/12/2016)		Do Nothing - 2020		Do Nothing - 2025		Do Nothing - 2030	
					Total Capacity	Spaces Available to Public	Total Capacity	Spaces Available to Public	Total Capacity	Spaces Available to Public	Total Capacity	Spaces Available to Public
1	Higher Hillgate	Higher Barlow Row	Council	Council	8	8	8	8	8	8	8	8
2	Higher Hillgate	Sun and Castle	Private/ Council	Sun and Castle Pub/Council	18	18	18	18	18	18	18	18
3	Higher Hillgate	Welcroft Street	Council	Council	13	13	13	13	13	13	13	13
4	Higher Hillgate	Armoury St.	Council	Council	61	61	61	61	61	61	61	61
5	Higher Hillgate	Bamford Street	Council	Council	10	10	10	10	10	10	10	10
6	Town Centre South East	Banbury St.	Council	Council	33	33	0	0	0	0	0	0
7	Town Centre South East	Churchgate	Council	Council	69	69	69	69	69	69	69	69
8	Town Centre South East	Edward Street 1	Council	Council	16	0	16	0	16	0	16	0
9	Town Centre South East	Fletcher Street	Private	Private	103	103	0	0	0	0	0	0
10	Town Centre North West	Heaton Lane	Council	Council	710	710	710	710	710	710	710	710
11	Town Centre South East	Hopes Carr	Council	Council	37	37	37	37	37	37	37	37
12	Town Centre North East	Knightsbridge	Council	Council	22	22	22	22	22	22	22	22
13	Town Centre South East	Lacy Street	Council	Council	14	4	14	4	14	4	14	4
14	Town Centre South West	Loonies Court	Council	Council	16	0	0	0	0	0	0	0
15	Town Centre South East	Lord Street 1	Council	Council	23	0	23	0	23	0	23	0
16	Town Centre South East	Lord Street 2	Council	Council	10	0	10	0	10	0	10	0
17	Town Centre North East	Merseyway	Council	NCP	815	815	652	652	652	652	652	652

18	Town Centre North East	Newbridge Lane	Council	Council	206	206	206	206	206	206	206	206
19	Town Centre South East	Ritz Cinema	Council	Council	87	87	0	0	0	0	0	0
20	Town Centre South West	Stockport Exchange - CP1A	Council	Council	78	0	78	0	78	0	78	0
21	Town Centre South East	Stopford House	Council	Council	452	138	452	0	452	0	452	0
22	Higher Hillgate	Canal Street	Council	Council	16	16	16	16	16	16	16	16
23	Heaton Mersey	Essex Avenue	Council	Council	13	13	13	13	13	13	13	13
24	Edgeley	Bakewell Street	Council	Council	11	11	11	11	11	11	11	11
25	Edgeley	Bulkeley Street	Council	Council	22	22	22	22	22	22	22	22
26	Edgeley	Heron Street	Council	Council	18	0	18	0	18	0	18	0
27	Edgeley	James Street East & West	Council	Council	46	46	46	46	46	46	46	46
28	Edgeley	King Street West 1	Council	Council	12	0	12	0	12	0	12	0
29	Edgeley	Lomas Street	Council	Council	6	0	6	0	6	0	6	0
30	Edgeley	St.Matthew's Terrace	Council	Council	8	8	8	8	8	8	8	8
31	Edgeley	York Street	Council	Council	26	26	26	26	26	26	26	26
32	Portwood	Tesco, Water Street	Private	Tesco	692	692	692	692	692	692	692	692
33	Portwood	Peel Centre, Great Portwood Street	Private	Peel Holdings	616	616	616	616	616	616	616	616
34	Portwood	Peel Centre 2, Great Portwood Street	Private	Peel Holdings	211	211	211	211	211	211	211	211
35	Portwood	Matalan, Millgate Bridge	Private	Matalan	213	213	213	213	213	213	213	213
36	Town Centre North East	Asda, Millgate	Private	Asda	550	550	550	550	550	550	550	550
37	Town Centre North East	Sainsbury's, Warren Street	Private	Sainsburys	420	420	420	420	420	420	0	0
38	Town Centre North West	Decathlon, Georges Road	Private	Decathlon	150	150	150	150	150	150	150	150

39	Town Centre South East	Norbury Street (Greenhale House Site)	Private	SIP	50	50	50	50	50	50	0	0
40	Town Centre South East	Wellington Street	Private	Euro Car Parks	50	50	50	50	50	50	0	0
41	Town Centre South West	Stockport Exchange	Private	NCP	1000	1000	1000	1000	1000	1000	1000	1000
42	Portwood	Maplin/Pizza Hut, Garfield Street	Private	Civil Enforcement Ltd	55	55	55	55	55	55	55	55
43	Edgeley	King Street West 2	Private	RCP	90	90	90	90	90	90	90	90
44	Edgeley	Caroline Street	Council	Council	75	75	75	75	75	75	75	75
45	Town Centre South East	Edward Street 2	Private	Private	30	30	0	0	0	0	0	0
46	Town Centre South West	Stockport Exchange Short Stay	Private	NCP	70	70	70	70	70	70	70	70
				Total	**7251**	**6911**	**6819**	**6194**	**6816**	**6194**	**6299**	**5674**

Table 6 above demonstrates that the baseline supply of off-street parking spaces is 7,251, of which 6,911 are available for public use. By 2020, this figure is forecast to reduce to 6,816, with 6,194 spaces available for public use. This represents a 10% reduction in the total available parking provision compared to the baseline. In the long-term, beyond 2025, there is likelihood that two further car parks will be closed to accommodate new development sites. This will represent a further 100 space reduction on the baseline provision. However, as noted above there are also a number of potential new car park sites that have been identified through the stakeholder discussions, which will provide a net increase to the baseline parking supply.

The assumed timeline of forecast changes to the baseline parking supply, and the impact on the residual Town Centre off-street parking stock, is identified in **Table 7** below.

Table 7. Assumed Timeline of Car Park Changes

Car Park	Closing / Opening	Assumed Date	Spaces Lost / Gained	Residual Town Centre Off-Street Parking Stock
Redrock	Opening	2017	+360	7611
Aurora, Heaton Mersey	Opening	2018	+147	7758
Loonies Court	Closing	2018	-16	7742
TCAP Car Park	Opening	2018	+20	7762
Banbury Street	Closing	2019	-33	7729
Fletcher Street	Closing	2019	-103	7626
Merseyway MSCP (1 floor)	Closing	2019	-163	7463
Ritz Cinema	Closing	2019	-87	7376
Edward Street 2	Closing	2019	-30	7346
Heaton Lane MSCP	Redevelopment	2020	+10	7356
Peel Centre Car Park Extension	Opening	2020	+434	7790
Stockport Exchange CP1A Expansion	Redevelopment	2020	+342	8132
Exchange Street MSCP	Opening	2025	+400	8532
Norbury Street	Closing	2025	-50	8482
Wellington Street	Closing	2025	-50	8432

1.5 Estimation of Parking Surplus / Shortfall by Zone

Based on the figures set out in **Tables 4, 5 and 6** above, it is possible to identify those areas where there is likely to be a potential shortfall in parking provision. For each time period within the overall strategy period, **Table 8** below summarises the total off-street parking provision, the estimated average background demand (based on current car park usage), the estimated peak level of demand from new residential developments expected to come forward during each time period, and the estimated peak level of demand from non-residential developments. From this, the approximate surplus or shortfall in the number of available spaces in each zone can be calculated.

Table 8. Summary of Parking Zones and Key Destinations

Zone	Short-Term (2017 – 2020)					Medium-Term (2021 – 2025)					Long-Term (2026 – 2030)				
	Total Parking Provision	Estimated Baseline Parking Demand	Estimated Max Demand from new developments (Residential)	Estimated Demand from new developments (Non-residential)	Approx. Surplus / Shortfall	Total Parking Provision	Estimated Ave Background Demand	Estimated Max Demand from new developments (Residential)	Estimated Max Demand from new developments (Non-residential)	Approx. Surplus / Shortfall	Total Parking Provision	Estimated Ave Background Demand	Estimated Max Demand from new developments (Residential)	Estimated Max Demand from new developments (Non-residential)	Approx. Surplus / Shortfall
Town Centre North West	880	415	0	0	+465	890	455	0	0	+435	890	495	80	0	+315
Town Centre North East	2375	1615	15	220	+525	2375	1890	0	0	+485	2375	1930	65	0	+380
Town Centre South West	1150	870	60	0	+220	1490	970	0	145	+375	1890	1150	40	1040	-340
Town Centre South East	790	1020	5	250	-235	790	1065	25	0	-300	690	1125	30	70	-535
Higher Hillgate	125	115	45	0	-35	125	165	85	0	-125	125	255	0	0	-130
Portwood	2340	1425	0	0	+915	2770	1465	0	0	+1305	2770	1500	0	0	+1270
Heaton Mersey	160	5	0	0	+155	160	5	0	0	+155	160	5	0	0	+155
Edgeley	315	200	0	0	+115	315	210	0	0	+105	315	220	50	775	-730

The estimated background demand for parking takes into account an assumed 10% growth in demand over and above the baseline level of demand across the full strategy period, to take into account an increase in population for the Borough as a whole.

It should be noted that the estimated level of demand generated by new developments represents a hypothetical ‘worst-case’ scenario, which assumes that the peak level of demand for both residential and non-residential developments occurs at the same time. In reality the periods of maximum parking demand for these two types of development are unlikely to overlap. Likewise, further variation can be expected within the broad ‘non-residential’ category, for example between office and retail developments. The demand forecasts also represent a worst-case assessment, assuming unconstrained demand and a relatively high car mode share. The estimates do not take into account factors such as reductions in car mode share due to availability of public transport, or limited on-site parking provision. The realism and appropriateness of these assumptions will therefore need to be challenged as part of developing a demand management strategy.

1.6 Analysis of Demand Management Issues

The following paragraphs summarise the key issues in each strategy zone with regard to managing demand for off-street parking.

Town Centre North West

- Short and medium term – no issues resulting from background demand. Likely to be sufficient spare capacity within existing car parks (i.e. Heaton Lane MSCP) to cater for estimated demand from new developments;
- Long-term – No issues with forecast parking shortfall. However, heavy reliance on Heaton Lane MSCP as a multi-use car park, including for provision of residential parking. Strategy will need to consider if different types of demand can be managed within existing car parks.

Town Centre North East

- Short and medium term – Overall no issues. However, majority of spare capacity is likely to occur within Sainsbury’s and Redrock car parks, as well as potentially Merseyway if some existing users of that car park transfer to Redrock. Majority of development-related demand is likely to be generated by Redrock itself, and demand is likely to be highest at weekends and evenings;
- Long term – There are a number of proposed relatively small residential sites. The strategy will have to take into account the management of the cumulative demand from these sites, since Merseyway is likely to be operating close to capacity.

Town Centre South West

- Short term – No issues. Some additional demand for new residential parking, but sufficient space within existing car parks. The strategy will need to consider how this can best be accommodated;
- Medium term – No issues. Forecast increase in demand from Stockport Exchange can be accommodated within proposed new parking provision at CP1A;

- Long term – Potential shortfall of around 340 spaces as a result of the full build-out of Stockport Exchange. Transport Assessment for Stockport Exchange estimated that proposed provision within MSCP and redeveloped CP1A would be adequate because of relatively low car usage, due to the site's location adjacent to the railway station. The strategy will need to challenge these assumptions and take into account the potential need for managing a higher level of car usage than was originally forecast.

Town Centre South East

- Short and medium term – Significant shortage of parking in this area due to car park closures and background demand. Need to provide around 300 additional parking spaces to accommodate shortfall in short and medium term;
- Long term – Potential for high demand for parking resulting from new residential developments, although this demand is unlikely to occur at the same time as that generated by non-residential developments. Despite this the strategy will still need to address a possible further shortfall of up to 250 parking spaces in this zone.

Higher Hillgate

- Short term – Existing car parks are operating close to capacity. Estimated demand for off-street parking generated by proposed new residential developments is likely to exceed the available spare capacity, although possible that proposed developments will provide on-plot parking;
- Medium and long term – As per short term, but taking into account an increasing number of residential developments. Possible additional demand for off-street parking as a result of new Lidl foodstore, although this is likely to be built with an on-site car park.

Portwood

- Short, medium and long term – No issues. Zone currently contains a number of existing large car parks, which will be supplemented by proposed expansion of Peel Centre car park.

Heaton Mersey

- Short, medium and long term – No issues.

Edgeley

- Short and medium term – No issues;
- Long term – Potential high level of demand for car parking resulting from build-out of Stockport Station Masterplan, which will need to be taken account of within Parking Strategy.

1.7 Summary and Further Comments

This Technical Note has set out the methodology used to calculate the potential demand for off-street parking within Stockport Town Centre at key stages during the Parking Strategy study period. A number of key issues have been identified which will need to be addressed by the Parking Strategy. These can be summarised as follows:

- Short term – Likely shortage of parking spaces in Town Centre South East and Higher Hillgate zones due to proposed new developments and closures of existing car parks;
- Medium term – Potential shortfall in Town Centre South West zone resulting from full build-out of Stockport Exchange development;
- Long term – Heaton Lane MSCP in Town Centre North West zone is likely to be at the limit of capacity due to demands from new developments. The delivery of Stockport Station Masterplan is likely to result in high demand for new parking provision in Edgeley zone;
- Residential parking – Across all time periods, there is a high level of proposed residential development within Stockport Town Centre. The majority of these sites are likely to be in locations where provision of on-site parking will be difficult. The strategy will need to consider options for the effective management of residential parking.

Since the completion of the demand management strategy analysis, a number of key stake holders have made further comment regarding potential developments/usage for existing car parks, which we have been unable to include within this forecast due to receipt of the information after the analysis had been completed. These should however be considered within the development of the strategy:

- There is an additional demand for a parking space for a Market Place business that needs to load/unload close to their premises. The Head of Growth at Stockport Council has looked into options to accommodate this and would like the following to be considered as part of the overall strategy:
  - Reduce the current Market Place compound to a size which caters for operational use only (storage of equipment, recycling etc) and not for market trader parking;
  - Restructure the parking offer in the rest of this space and Churchgate car park to offer contract parking to market traders, Market Place businesses and the public alike.
- However, there is a long term aspiration to locate a business incubation centre in the town centre, potentially in the Market Place and Underbanks area. It has been suggested that the Churchgate car park may be the most suitable site. It is likely that some of the parking provision could be retained; however a reduction in provision needs to be considered within the strategy in light of the proposed Business Incubation Centre and a potential alternative location for Market Trader parking.
- The demand forecast includes an option for the Stockport Interchange development to be combined with Stockport College; however there is also the potential for the development to incorporate an element of residential provision. No further details have been received with regards to this option and therefore this has not been considered within this demand forecast.

1.8 Next Steps

Following key stakeholder appraisal of the Demand Forecast analysis, the results will be discussed at a workshop, scheduled for 28th June 2017. An initial Draft Strategy will then be produced which will incorporate the comments from the workshop. A separate workshop will be held to discuss the Draft Strategy prior to the production of the Final Strategy.

APPENDIX A

Ref No:	Development Name	Land Use	Dwellings (number)	Size	Units (Sqm, Bed Seat, Ha)	Expected Year of Opening	Parking Standard (eg 1 space per 8 seats + 1 space per 8.5sqm)	Max. Provision Required	Expected Parking Provision On-site (Number of spaces)	Required parking off-site (contractual obligation)	Parking Demand Weekday 8-9	Parking Demand Weekday 5-6	Max M-F Daytime Parking Demand	Parking Demand Eve	Parking Demand Sat day	Parking Demand Sat eve
Currently Under Construction																
1	Red Rock	Leisure/ Retail	-	41,500 sq ft	10 screen cinema, over 38,000 sq. ft. of retail, restaurants and bars; 340 space multi-storey car park	2018	1 per 8 seats, 1 per 7sqm (A3), 1 per 22sqm (A1)	A conclusion of the original TA that the new car parks will have insufficient capacity to accommodate parking demands associated with Redrock and the existing surface level car park during the Saturday afternoon period is still valid. Therefore, some overspill parking in the Merseyway car park is likely during the lunch-time / early afternoon periods. It was demonstrated in the original TA that there is available capacity within the Merseyway car park to accommodate this overspill demand.	360	0	5	80	60	218	18	227
2	Archer House	Residential	75	45,000 sq ft	75	2017	1.25 per unit	0	75	0	0	25	7	29	6	18
3	Aurora	Industrial	-	145,000 sq ft	-	2018	1 per 60sqm	See T.A.	147	0	85	112	13	2	0	0
4	Former Lamborghini Garage (Stockport Homes)	Office	-	6,600 sq ft	-	2017	1 per 35sqm	See T.A.	74	0	40	8	58	0	0	0
Known Developments (Definite)																
5	Stockport Interchange (without college)	Public Transport	-	-	-	2018	-	0	0	0	-	-	-	-	-	-
6	Stockport Interchange (with college)	Public Transport/Education	-	15000 sq ft	College for 3000 Students	2025	1 per 2 staff + 1 per 15 students	300	0	300	129	48	195	39	-	-
7	Covent Garden Village	Residential	74	-	-	2020	1.25 per unit	74	74	0	0	25	7	29	6	17
8	Booth Street	Residential/ Care Home	40	84	84 bed care home	2020	1.25 per unit	70	70	0	5	14	17	16	15	13
Allocated Sites(Probable)																
9	Former St Thomas's Site SK3 8BL	Residential	60	-	-	2019	1.25 per unit	30	30	0	0	20	6	23	5	14
10	5-7 Higher Hillgate	Residential	20	-	20 units	2020	1.25 per unit	?	?	?	0	7	2	8	2	5
11	Former Russell Morley House (No. 6 Hillgate)	Residential	11		11	2018	1.25 per unit	0	0	0	0	4	1	4	1	3
12	Former Ritz Cinema and Fletcher Street Car Park	Residential	100		100	2020	1.25 per unit	60	60	0	0	33	9	39	8	24
13	Heron House	Residential	60		60	2025	1.25 per unit	20	20	0	0	20	6	23	5	14
14	Edward Street	Residential	90		90	2020	1.25 per unit	90	45	45	0	30	8	35	7	21
15	I H & S C (Hospital Office Facility)	Office	-	400	400 staff	2018	1 per 35sqm	400	150	250	94	53	155	13	-	-

Ref No:	Development Name	Land Use	Dwellings (number)	Size	Units (Sqm, Bed Seat, Ha)	Expected Year of Opening	Parking Standard (eg 1 space per 8 seats + 1 space per 8.5sqm)	Max. Provision Required	Expected Parking Provision On-site (Number of spaces)	Required parking off-site (contractual obligation)	Parking Demand Weekday 8-9	Parking Demand Weekday 5-6	Max M-F Daytime Parking Demand	Parking Demand Eve	Parking Demand Sat day	Parking Demand Sat eve
16	Former Greenhale House Site	Residential/ Leisure/ Retail	155	982	155 apartments and 928m2 A1/A3/B1/D2	2025	1.25 per unit + 1 per 22sqm	96	96	0	0	26	10	37	57	53
Non-allocated Potential Development in Regeneration Areas/ Masterplan (possible)																
17	Fire Station King Street West (One Public Estate)	Residential	25	-	-	2020	1.25 per unit	25	25	0	0	8	2	10	2	6
18	Stockport Exchange Phase 3 + 4	Office	-	12740	30,000m sq office 1500m sq retail	2021	1 per 35sqm	Depends on demand	278	?	306	159	421	40	64	16
19	Existing College Site	Residential	488	-	-	2020	1.25 per unit	488	?	0	0	162	46	189	38	115
20	Land off Wellington Street (former Colin Mellor Site)	Residential	300	-	-	2025	1.25 per unit	300	20	0	0	100	28	116	23	71
21	White Lion	Residential	11	-	11	2018	1.25 per unit	10	0	11	0	4	1	4	1	3
22	29 - 35 Little Underbank	Residential	6	-	6	2022	1.25 per unit	?	?	?	0	2	1	2	0	1
23	1 - 3 Little Underbank	Residential	5	-	5	2019	1.25 per unit	6	0	6	0	2	0	2	0	1
24	Dumville Brow	Residential	21	-	21	2022	1.25 per unit	21	0	21	0	7	2	8	2	5
25	73 - 87 Lower Hillgate	Residential	20	-	20	2022	1.25 per unit	20	20	0	0	7	2	8	2	5
26	6 - 14 Millgate	Residential	14	-	14	2020	1.25 per unit	14	14	0	0	5	1	5	1	3
27	Market Place	~~Residential~~ Restaurant?	-	-	?	2019	1 per 7sqm	?	?	?	?	?	?	?	?	?
28	Stockport Station Masterplan - Residential	Residential	451	-	451	2025	1.25 per unit	200	200	?	0	150	42	175	35	106
29	Stockport Station Masterplan - Employment / Mixed Use	Office	-	2000	Staff	2025	1 per 35sqm	?	?	?	608	264	776	64	-	-
30	One Public Estate (Town Centre)	Mixed	95	-	95	2019	1.25 per unit	?	?	?	0	32	9	37	7	22
31	Knightsbridge (Sainsburys)	Retail	-	11900	sqm	2025	1 per 16sqm	683	683	0	87	182	292	93	427	206
32	Exchange Street Multi Storey Car Park	Car Park	-	400 space	-	2020	N/A	400	400	0	0	0	0	0	0	0
33	Merseyway	Residential	77	-	77	2020	1.25 per unit	77	77	0	0	26	7	30	6	18

Ref No:	Development Name	Land Use	Dwellings (number)	Size	Units (Sqm, Bed Seat, Ha)	Expected Year of Opening	Parking Standard (eg 1 space per 8 seats + 1 space per 8.5sqm)	Max. Provision Required	Expected Parking Provision On-site (Number of spaces)	Required parking off-site (contractual obligation)	Parking Demand Weekday 8-9	Parking Demand Weekday 5-6	Max M-F Daytime Parking Demand	Parking Demand Eve	Parking Demand Sat day	Parking Demand Sat eve
34	Former Royal Mail Sorting Office	Residential	90	-	90	2018	1.25 per unit	90	0	60	0	30	8	35	7	21
35	Weir Mill	Residential	305	-	305	2020	1.25 per unit	200	10	200	0	101	29	118	24	72
36	Meadow Mill	Residential	213	2430	213 apartments, 2208sq m leisure use and 220sq m restaurant	2025	1.25 per unit	From trip gen	150	0	23	126	45	109	45	50
37	Stagecoach Depot 1	Residential	200	-	200	2025	1.25 per unit	150	50	150	0	66	19	78	16	47
38	Stagecoach Depot 2	Office	-	100	100 staff	2025	1 per 35sqm	50	0	50	24	13	39	3	-	-
39	Stagecoach Depot 3	Residential	40	-	40	2025	1.25 per unit	40	0	40	0	13	4	16	3	9
40	Heaton Lane 2	Car Park	-	-	-	2020	N/A	720	720	0	0	0	0	0	0	0
41	Chestergate	Residential	40	-	40	2025	1.25 per unit	40	20	20	0	13	4	16	3	9
42	Newbridge Lane Car Park	Residential	90	-	90	2025	1.25 per unit	0	0	0	0	30	8	35	7	21
43	Mercedes Garage, Heaton Norris	Employment	-	-	Outline Application for 4,650sqm of B1/B2/B8 Use, 2,095sqm of trade counter use and an A3/A5 Cafe, access, car parking,	2019	1 per 25sqm	From TA	393	0	66	36	106	6	90	5
44	Kings Valley	Employment / Industrial	-	-	Cash and Carry, no details available	2019	1 per 60sqm	From trip gen	?	?	?	?	?	?	?	?
45	TCAP - Proposed Car Park	Car Park	-	-	20 space car park	2018		?	20	0	0	0	0	0	0	0
46	Water Street	Non food retail/Leisure	-	-	TA already completed	2020	1 per 22sqm	From TA	155	0	44	120	85	90	96	22
47	Peel centre car park extension	Car Park	-	-	434 space car park	2020		?	434	0	0	0	0	0	0	0
48	Millgate	Residential	30	-	30 units	2025	1.25 per unit	30	0	30	0	10	3	12	2	7
49	Hopes Carr	Residential	17	-	17 units	2025	1.25 per unit	?	?	?	0	6	2	7	1	4
50	Lidl	Retail	-	2475	2,475 sq.m (gross internal area) with a sales area of 1,424 sq.m, including associated car parking and landscaping	2020	1 per 16sqm	?	?	?	19	48	61	19	114	43
51	Charles Street	Residential	113	-	79 no. houses and 34 no. apartments with associated access, road and landscaping	2018	1.25 per unit	?	?	?	0	38	11	44	9	27

Ref No:	Development Name	Land Use	Dwellings (number)	Size	Units (Sqm, Bed Seat, Ha)	Expected Year of Opening	Parking Standard (eg 1 space per 8 seats + 1 space per 8.5sqm)	Max. Provision Required	Expected Parking Provision On-site (Number of spaces)	Required parking off-site (contractual obligation)	Parking Demand Weekday 8-9	Parking Demand Weekday 5-6	Max M-F Daytime Parking Demand	Parking Demand Eve	Parking Demand Sat day	Parking Demand Sat eve
52	Stockport Exchange Phase 5 + 6	Office	-	28135	sqm	2020	1 per 35sqm	?	?	?	827	368	1040	91	-	-
53	Regal House	Residential	90	-	90 units	2025	1.25 per unit	?	?	?	0	30	8	35	7	21
54	Phase 3 MAC House	Residential	36	-	36 units	?	1.25 per unit	?	?	?	0	12	3	14	3	8
55	Various Potential Resdential Plots	Residential	400	-	Up to 400 units	?	1.25 per unit	?	?	?	0	133	38	155	31	94
56	Business Incubation Unit	Office	-	1900	sqm	?	1 per 35sqm	?	?	?	56	25	70	6	-	-

APPENDIX B

60532715-REF-CT-001-REVA – Likely Future Developments Impacting Car Parking Demand

APPENDIX C

60532715-REF-CT-002 – Study Area Zones