

Project:	Stockport Town Centre Parking Strategy	Job No:	60532712
Subject:	Review of Tariffs and Assessment of Options for Revision		
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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. As part of the development of this strategy, AECOM has been asked to review existing parking tariffs within Stockport, and assess potential options for revising tariffs in conjunction with other strategy actions.

1.2 Observations on Existing Tariff Structure

The existing range of parking tariffs across SMBC and private car parks within the town centre is shown in Table 1 below. This includes both pay & display and contract parking charges.

Table 1. Existing Range of Parking Tariffs within Parking Strategy Study Area

Tariff Band	Car Parks	Capacity	Zone	Operator
FREE	Essex Avenue	13	HM	SMBC
	St. Matthews Terrace	8	E	SMBC
	Lacy Street (Max 1 hr stay)	14	TCSE	SMBC
	Higher Barlow Row	25	HH	SMBC
	Sun and Castle	18	HH	Private (Sun & Castle Pub)
	Welcroft Street	13	HH	SMBC
	Canal Street	18	HH	SMBC
	Decathlon	150	TCNW	Private (Decathlon)
	Tesco (Max 3 hr stay)	692	P	Private (Tesco)
	Maplin/Pizza Hut (Max 3 hr stay)	55	P	Private (Civil Enforcement Ltd)
	Aurora (Gorse Bank)	147	HM	SMBC
20p / hr (Free Sunday)	Bakewell Street	11	E	SMBC
	Bulkeley Street	22	E	SMBC
	James Street E & W	46	E	SMBC
	York Street	26	E	SMBC
	Caroline Street	75	E	SMBC
50p / hr (Free Sunday)	Hopes Carr	37	TCSE	SMBC
	Churchgate	69	TCNE	SMBC
	TCAP	20	TCNW	SMBC
50p / hr (20p / hr Sunday)	Armoury Street	61	TCSW	SMBC
	Banbury Street	33	TCSE	SMBC

Tariff Band	Car Parks	Capacity	Zone	Operator
80p / hr (Free Sunday)	Ritz Cinema	87	TCSE	SMBC
	Proposed Town Centre SE car park(s)	TBC (up to 550 approx.)	TCSE	TBC
80p / hr (20p / hr Sunday)	Fletcher Street (Sat & Sun Only)	103	TCSE	SMBC / Private
	Heaton Lane	710	TCNW	SMBC
	Heaton Lane (development)	10	TCNW	SMBC
	Knightsbridge	22	TCNE	SMBC
	Merseyway	815	TCNE	SMCB / Private (NCP)
	Merseyway (development)	163	TCNE	SMCB / Private (NCP)
	Redrock Stockport	360	TCNE	SMCB / Private (NCP)
	Newbridge Lane	206	TCNE	SMBC
50p 0 – 1 hr £1.50 1 – 2 hrs	Matalan	213	P	Private (Smart Parking Ltd)
£1.00 (2 hrs Max Stay)	Asda	550	TCNE	Private (Asda)
£2.00 (2 hrs Max Stay)	Sainsbury's	420	TCNE	Private (Horizon Parking)
£1.00 0 – 4 hrs £5.00 0 – 10 hrs £6.00 0 – 12 hrs	Norbury Street / Piccadilly	50	TCSE	Private (SIP)
£1.00 0 – 4 hrs £5.00 0 – 10 hrs £6.00 0 – 12 hrs £8.00 24 hrs	Wellington Street	50	TCSE	Private (Euro Car Parks)
£1.30 0 – 3 hrs £2.00 3 – 4 hrs £7.50 4 – 8 hrs	Peel Centre 1	616	P	Private (Excel Parking)
	Peel Centre 2	211	P	Private (Excel Parking)
	Peel Centre (development)	434	P	Private (Excel Parking)
£1.50 0 – 1 hr £3.00 0 – 2 hrs £4.00 0 – 3 hrs £6.00 All Day £75 / Month	Edward Street 2	30	TCSE	Private
£7.00 All Day	King Street West 2	90	E	Private (RCP)
£1.50 0 – 4 hrs £15.50 4 – 24 hrs	Stockport Exchange	1000	TCSW	Private (NCP)
£1 0 – 3 hrs £25 24 hrs	Exchange Short Stay	70	TCSW	Private (NCP)
Residents Permit Only	King Street West 1	12	E	SMBC
Permit: Mon-Sat 12 months £297 6 months £162 3 months £81 Mon-Fri 12 months £247.50 6 months £135 3 months £67.50	Heron Street	18	E	SMBC
	Lomas Street	6	E	SMBC

Tariff Band	Car Parks	Capacity	Zone	Operator
Permit: Mon-Sat 12 months £1404 6 months £810 3 months £405 Mon-Fri 12 months £1170 6 months £675 3 months £337.50 Mon-Wed 12 months £702 / Thu-Sat 6 months £405 3 months £202.50	Lord Street 1	23	TCSE	SMBC
	Edward Street 1	16	TCSE	SMBC
	Leonies Court	16	TCSE	SMBC
	Bamford Street	10	TCSE	SMBC
	Lord Street 2	10	TCSE	SMBC
	Heaton Lane (Level 3 and above)	426	TCNW	SMBC
	Exchange CP1A	78	TCSW	SMBC
	Exchange CP1A (development)	342	TCSW	SMBC
	Exchange Street	400	TCSW	SMBC
	Stopford House	452	TCSE	SMBC

Key: ~~Ritz Cinema~~ = Anticipated car park closure. Redrock Stockport = Anticipated new car park

As noted in the Initial Findings report, there is a consistent tariff structure across SMBC operated car parks, based on proximity to the Town Centre retail core. There are some variations across privately operated car parks, although these tend to charge higher tariffs than are found in SMBC car parks. There is little correlation between pricing structure and quality of car park.

The car parks with no charges are generally those found in Higher Hillgate. These fall just outside of the main employment area in the vicinity of the Council offices, and are relatively small in terms of number of spaces, so are near-fully utilised as a result.

The similarly sized car parks within the Edgeley area have a notional tariff of 20p per hour, due to their primary usage being to cater for people using the retail units at Edgeley precinct. However, the relatively cheap tariff combined with the proximity to Stockport station also encourages the use of these car parks by rail station users. St. Matthews Terrace car park in Edgeley is free, but only provides 8 spaces. Given its location, this might be more suited to being a residents-permit only car park, similar to King Street West 1.

In general the pricing structure for SMBC car parks appears to be reasonably well set up, although the expected closures of car parks given over for development lends itself to a review of tariffs, particularly in relation to Sunday prices. There is also likely to be increasing pressure on parking stock as a result of new development, so tariffs are likely to play a role in controlling demand, particularly with regard to ensuring car parks are used appropriately, e.g. restricting the occurrence of long-stay commuter parking within car parks intended for short-stay retail visitors.

1.3 Existing Observed / Reported Issues

A number of existing issues which relate in part to the existing tariffs at various car parks have been observed or reported by stakeholders. As noted above, there are regular complaints about a lack of capacity in car parks in Edgeley due to long-stay parking by rail users. This occurs because the tariff on these car parks is cheaper than the equivalent length of stay at the King Street West 2 and Stockport Exchange car parks, which are intended to be used by rail users.

There is also a reported shortage of parking for visitor to the Grand Central leisure centre. However, it appears that this is also a tariff-related issue, since SMBC did make additional spaces available in Stopford House, but these were very under-utilised.

There is currently a relatively high number of parking spaces allocated for permit and contract parking. There are approximately 600 spaces for publically available contract parking, and 550 for SMBC staff permit holders (with some overlap in Heron Street and Lomas Street car parks in Edgeley). Current usage of these is on average around 39% of capacity for public spaces and 59% for council permit parking. However, a large proportion of the under-utilised public permit spaces are in Heaton Lane, and these are also available for general P&D parking.

1.4 Potential Issues Resulting from Future Development

There are a number of headline issues with regard to availability of car parking which are likely to result from proposed new developments over the next 10-15 years. Control of parking tariffs is likely to play a significant role in helping to efficiently manage these issues.

Short Term (to 2020)

- Likely shortages of parking in Town Centre South East and Higher Hillgate, driven by car park closures and background demand.
- There are also a number of proposed residential developments likely to come forward during this timeframe, but it is anticipated that the majority of these should have adequate parking provision provided as part of the development build out.

Medium Term (2020-2025)

- Potential shortage of parking in Town Centre South West due to build out of Stockport Exchange. Forecast trip generation for this site suggests that demand for parking will be suppressed because of restricted availability and proximity to the railway station. However, this situation would need monitoring to ensure that parking demand isn't displaced to more remote car parks and using up capacity intended for other users.
- There is potential for increasing pressure for residential parking in the Town Centre South East zone.

Long Term (2025-2030)

- Potentially high demand for parking resulting from the build out of the Stockport Station Masterplan proposals, although this development is lacking detail at present.
- General ongoing issues relating to increasing demand for residential parking.

1.5 Potential Parking Tariffs Strategy Actions

Tariff setting is of crucial importance in influencing demand for car parking, and hence helping to achieve the overall objectives of the parking strategy. With regard to the issues described above, the use of parking tariff controls will be important in managing demand for station car parking, and for controlling future conflicting demands for residential and commercial parking, particularly with regards to managing on-street parking, as developments are brought forward in the Town Centre. With this in mind the following strategy actions are recommended:

- Ensure tariffs at proposed new car parks are set at levels appropriate to their location and intended use, in line with tariffs already in place at existing car parks. Anticipated new car parks have been allocated to suggested tariff bands in Table 1 above.
- Review existing tariff structure at Council car parks to identify potential revenue uplift and manage demand appropriate to the location of each car park. Further analysis of existing ticket sales data to assess length of stay at each car park would be required in order to determine appropriate revisions to the current tariff structure. Options could include a flat increase, for example increasing the existing tariff from 80p to £1 per hour. Alternatively the charges could be front-loaded, e.g. charging relatively higher fees for shorter stays, with the all-day rate being reduced.
- Consideration could also be given to increasing the existing Sunday Town Centre tariffs, or extending the current charging hours of operation into the evening or earlier in the morning.
- Introduce higher tariffs for long-stay parking at surface car parks in district centres, for example in Edgeley to discourage use as station parking. Ideally any change in tariffs intended to manage appropriate use of parking spaces by railway station users should be done in conjunction with discussions with NCP regarding appropriate tariffs at Exchange MSCP, to ensure that best use is made of this facility.
- Extend existing contract parking offer to cover any new car park(s) provided in Town Centre South East to replace lost provision. In conjunction with this, consider extending CPZ into Higher Hillgate zone to restrict on-street parking, if necessary.