

Rochdale Town Centre Programme Executive
Tuesday 20th November 2007

Rochdale Town Centre Car Parking Strategy

1 Context

- 1.1 This report is a development of the Rochdale Town Centre Car Parking Strategy report produced by Andrew Swaby presented to the Executive on the 4th of September 2007 and has been produced as an action from that meeting. This report considered the previously produced PBA Reports considered and then discounted several options on financial grounds. This report considers further the remaining options and other issues arising since that report.
- 1.2 This report outlines the relevant issues to date along with projected timescales for events and deliveries
- 1.3 Capital and revenue implications have been discussed within the options which were outlined in the previous report.

2 Key Considerations

- 2.1 Timescales shown within this report are dependant on a number of issues not yet resolved including:
 - The appointment of a town centre developer
 - The developer's programme for the redevelopment
 - Construction programme for the bus station
 - Construction timetable for the municipal offices and impact partnership building
 - HMR aspirations for Entwisle Road
 - Release of land i.e. alternative sites, to accommodate both temporary and permanent parking around the Town Centre
- 2.2 Some existing car parks, particularly on the periphery within this area are currently underutilized for both long and short stay parking and some displaced parking could be absorbed within existing capacities. However remedial works are required to those car parks to make them more attractive for potential users. The budget estimates of those remedial works, some of which include some car parks outside Council ownership, were included in the previous report of the 4th of September and are shown in **Appendix 1**.
- 2.3 There are a number of town centre car parks that remain in private ownership which are managed as car parks by the Council and are included in the town centre provision. This may be a threat to the strategy following the town centre redevelopment, especially as it is expected that any parking provision as part of the development will be retained in private ownership.
- 2.4 Since the last report was written further investigations have been undertaken on the condition of the Holme Car Park. It has become evident that the Holme Car Park is in need of essential repairs to ensure its continued safe use. This report is included as **Appendix 2**. With the loss of existing Council owned car parks due to the redevelopments it may be that the Holme becomes the only multi

storey car park in the town centre in full Council control therefore it is critical that it remains open and viable.

- 2.5 Contrary to the figures included in the Peter Brett Parking Report of September 2007 long stay car parking in the town centre is currently oversubscribed. How this long term provision is managed needs careful consideration. Possible solutions regarding pricing bands were discussed in a recent report by the Car Parking Manager to Informal Cabinet. However that report was not approved and these options required further consideration.
- 2.6 The strategy should make provision to ensure that as many displaced long stay parking spaces are accommodated within either temporary or permanent parking locations to maximise revenue and meet aspirations of a mixed use development for the Town Centre.
- 2.7 Short stay parking is essential to the vitality of the town centre during development and the location and ease of access to temporary parking provision should also be considered. Several sites have been put forward including Penn Street and the existing bus station site however delivery of these sites for parking will depend on the appointed developer’s timetable and method statement. This would again make the Holme car park repairs critical as it may be the only realistic short stay parking we can offer during the main construction phase of the Town Centre Redevelopment.
- 2.8 The recent survey of the Holme Car Park has identified a number of structural problems. These essential works are currently estimated at £700k with an additional £200k presumably being met by the Police. The main concerns in this case is the potential loss of the 234 long term parking spaces or its potential future use as temporary short stay car parking if no other sites can be found.

3 Outcomes

- 3.1 A possible calendar of events based on predicted development start and finish times is discussed below. The closures of car parks are the most predictable timings but still rely on external approvals and timetables. Table 1 shows a simplified version of the closure dates with the loss of both long and short stay spaces. The long stay provision is based on permits issued this year. Mecca has been included because although it is not in Council ownership or management the parking on that site is long term and may be lost as part of the development proposals.

Table 1

Car Park	Closure Date	Loss of Spaces
Town Head	Feb 2008	38LS
Yellowways	March 2009	208 LS
Bus Station	May 2010	400LS 267 SS
Mecca	March 2012	200LS
Total		846LS 267SS

- 3.2 In assessing future car parking provision for the town centre the strategy must assume that all short stay parking will be accommodated within the centre and long stay parking must be on the periphery. The demand for long stay car parking is high, with such parking oversubscribed particularly in the bus station. To retain this demand and the income it generates suitable alternative provision must be generated. Whilst the result of the long term pricing strategy for long stay may assess the demand and supply for private requirements the majority of permits issued are for non paying Council staff.

3.3 Table 2 indicates a possible closure and opening timetable with costings taken from the Andy Swaby report of the 4th of September. This report concentrates on potential car parks that would be within Council control as the Council may not wish to consider funding remedial works to car parks which are outside that control and therefore could be withdrawn with loss of that funding.

3.4 This table also includes the refurbishment of the Holme which may be required for short stay parking if temporary parking sites cannot be accommodated within the development area.

Table2

No. of Lost Spaces	Accommodated by	When Required	Cost of Provision	Location	Date Funding to be allocated
38 Townhead	Absorption	Feb 2008	£89,000	High Street	April 2008
208 Yelloways	New Car Park	March 2009	£200,000	Entwisle Road	April 2008
400LS Bus Station	New Car Park	May 2010	£400,000	Entwisle Road	April 2009
*267SS Bus Station	Refurbish existing car park	May 2010	£700,000	The Holme	April 2009

* Short stay in The Holme may be a temporary solution but funding would still be required to accommodate long stay parking

3.5 A number of temporary sites may become available during the town centre redevelopment however that will depend on the selected developers works programme so it may be difficult to give a timescale. However we may be able to attach planning conditions which require temporary parking to be provided within the town centre as parking sites are lost. Potential temporary car parks could be available at Penn Street and the existing bus station sites.

3.6 Realistically the main site for consideration is the Entwisle Road site which could provide a temporary or permanent solution to long stay parking provision for the town centre particularly for Council staff that have free parking permits.

4 Conclusions

4.1 It is clear that the Entwisle Road site is fundamental to both temporary and permanent long stay parking provision for the Town Centre.

4.2 The timescale for its delivery causes serious concern as the site will not be available until December 2009. The Yellowway site closes in March 2009 and if a decommissioning and construction period are included then it is perceivable that there would be a shortfall of 200 long stay parking spaces over a 12 moth period in 2009/10

4.3 A further 234 spaces could be lost during this period as the required remedial works on The Holme may have to be undertaken in 2009/10 or alternatively if this car park is used for short stay parking to cover potential shortfalls in that area.

- 4.4 The bus station is due for demolition in 2010 and a further 400 long stay spaces would be required at that time this would indicate that 600 spaces must be provided around the town centre area in 2010. Temporary short stay car parking will be required during the development stages particularly the 267 spaces currently allocated to the bus station. These spaces could be accommodated within the Holme at the expense of long stay parking or potentially on temporary sites within the centre as sites are cleared for development, two sites considered are Penn Street and the bus station. This will rely solely on each developer's timetable.
- 4.5 This report has raised further the current key issues with regards to town centre parking requirements, how future parking requirements will actually evolve during the proposed developments requires further detailed consideration including strategic decisions on investment required. Significant further work is required to predict and manage car parking requirements and inform such strategic decisions which will affect the vitality of the town centre and parking revenues during the redevelopment process.
- 4.6 Currently there are several risks associated with any future parking strategy for the town centre. These key risks are as follows:
- Period between closure of Yellowways and availability of Entwisle Road leaves a shortfall of 208 long stay spaces for at least 12 months
 - Opening of Entwisle Road site may coincide with closure of bus station site potential shortfall of another 400 long stay spaces
 - The Entwisle Road site may not be able to accommodate the potential number of lost long stay car parking.
 - Entwisle Road site may be required for development as part of HMR proposals.
 - The Holme in need of urgent repairs could result in a loss of a further 234 long term spaces,
 - The Holme may be needed for short stay parking if temporary sites cannot be found
 - The Council may have to risk funding for remedial works on long stay car parking areas outside their ownership, however this would not make up the potential shortfall
 - The majority of short spaces within the town centre will be within private ownership post development with obvious revenue consequences.
 - The high number of free parking permits issued to Council staff
 - As the town centre develops existing land used as car parks will become more attractive to develop resulting in a further loss of parking spaces

4.7 In order to be able to manage some of the above risks I have highlighted below some of the potential short term opportunities that may arise;

- There are at least 60 long stay spaces available on the Dunelm Car Park, however a budget of £89,000 has already been identified for necessary remedial works and itself is within private ownership
- Entwisle Road site could be used as temporary car parking on the existing internal roads without the need for remedial works, an estimated 200 spaces could be accommodated within the existing internal estate road layout. A future remediation works programme would be needed to retain parking on site as works advance
- Possible future long stay car parks in private ownership may become available around the town centre. Discussions with the Parking Manager are underway with a possible 70 space car park becoming available in the Greenwood Street area.
- Future demand management for both long and short stay has already been identified with the PBA report however as stated previously further project management is needed.

Tim Wood
Network Development Manager