

**Manchester City Council  
Report for Resolution**

**Report To:** Communities and Neighbourhoods Overview and Scrutiny  
Committee – 21 June 2011  
Executive – 29 June 2011

**Subject:** City Centre Parking Zone

**Report Of:** Vicky Rosin - Director of Neighbourhood Services

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**Summary**

This report provides members with the outcome of the public consultation that has been undertaken on proposed changes to the hours of operation of the City Centre Controlled Parking Zone (CPZ)

The report seeks approval for the making of the Traffic Regulation Orders required to implement the change in hours of operation of the City Centre CPZ to 8.00am to 8.00pm on Monday to Sunday

**Recommendations**

The Executive is recommended:

1. To note the outcome of the public consultation and endorse the comments of the Director of Neighbourhood Services in relation thereto.
2. To approve the changes to the City Centre CPZ as outlined in Section 4 of this report for the reasons set out in the report ; to instruct the City Solicitor to advertise amendments to the CPZ Orders to give effect to these proposals and to make the Orders should no objections be maintained
3. To authorise the Assistant Chief Executive (Neighbourhood Strategy and Delivery) in consultation with the Executive Member for Neighbourhood Services or the Executive Member for the Environment to approve any amendments to the proposals required to progress the scheme.

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**Wards Affected:**

City Centre & Ancoats and Clayton

<b>Community Strategy Spine</b>	<b>Summary of the contribution to the strategy</b>
Performance of the economy of the region and sub region	The City Council is committed to maintaining priority services and to continue to support the growth of the City's economy to maximise employment opportunities and the self-reliance of Mancunians.

Reaching full potential in education and employment	The Transport Strategy for the City Centre (November 2010), recognises that the demand for travel into the city centre will increase as the economy grows. Unless addressed, the potential increase in traffic congestion will be a significant limiting factor to this economic growth, not to mention its significant impact upon people's health and the environment. So, it is important that the City Council encourages more diverse and sustainable methods of travel to, and within, the city centre.
Individual and collective self esteem – mutual respect	
Neighbourhoods of Choice	

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**Implications for Equal Opportunity Policy** – The proposals will provide a suitable and safer environment for pedestrians and other road users and contribute to the corporate objectives of making the environment accessible to all.

The changes to the CPZ will not affect disabled drivers displaying a valid blue badge since they will still be able to park on single yellow lines and free of charge in pay and display bays during the extended operational hours of the CPZ.

**Implications for Risk Management** – A risk register has been developed and this will be continually monitored to enable the Council to respond to the risks throughout the lifetime of the project concerned.

**Legal Considerations** – set out in the report

**Financial Consequences for the Revenue Budget**

The cost of introducing the changes will be funded from parking reserves.

Whilst generation of revenue is not the reason for introducing the proposals The Report to Executive Budget Proposals for Neighbourhood Services Directorate 16<sup>th</sup> February 2011 stated that introducing Sunday charging, extending the hours of the CPZ and increasing parking charges would result in savings of £815,000 in 2011/12 and £300,000 in 2012/13.

The Road Traffic Regulation Act 1984 and Traffic Management Act 2004 state that once the need for provision of off-street parking facilities and the make good deficits to central funding has been met, use of surplus income from parking places can be used in provision of public passenger transport services, highway improvements or to fund local environmental improvements

**Financial Consequences for the Capital Budget:**

There are no implications to the Capital Budget.

**Background documents (available for public inspection):**

Transport Strategy for Manchester City Centre  
November 2010

Manchester City Centre Parking Study Report  
March 2011

Report to Executive Budget Proposals for Neighbourhood Services Directorate  
16<sup>th</sup> February 2011.

Consultation Leaflet 'Proposed Changes to City Centre parking 'May 2011

## **1.0 Introduction**

1.1 Manchester city centre's Controlled Parking Zone (CPZ), the boundaries of which are shown on the map at Appendix B, currently operates from Monday to Saturday between 8am and 6pm. Outside of these times parking on street is unrestricted and free of charge in pay and display bays.

1.2 Manchester's Transport Strategy for the City Centre (November 2010) recognises the need to address rising levels of congestion.

A review has been undertaken into the impact of existing on street parking arrangements, taking into account the changing trends of traffic flow, including:

- the increased number of visitors to the city centre on Sundays, and during extended rush hour periods on weekdays,
- existing and predicted levels of demand for parking, and
- the availability, accessibility and quality of alternative, public transport provision.
- the wider availability, choice and price of car parks

## **2.0 Background**

2.1 The CPZ does not operate on Sundays, or after 6pm. This results in vehicles parking on single yellow lines at these times, impacting on the free flow of traffic. Additionally on-street parking spaces are not restricted to a maximum stay after 6pm or on a Sunday, resulting in significantly reduced turnover as vehicles park for long periods, instead of utilising off-street car parks, and traffic is slowed by motorists driving around the city centre in search of a free space. Regulating parking bays by charging a tariff is the nationally recognised method of managing this kerb side space.

2.2 The following trends in the city centre have prompted a review of on street parking arrangements:

- A large increase in the number of vehicles in bays after 6pm, coinciding with evening peak flow and affecting the availability of spaces;
- Motorists use on-street bays for long-stay parking on Sundays, affecting the turnover of spaces. This reduces the availability of short-stay parking for shoppers and visitors to the city centre;
- Average traffic speeds on Sundays are similar to weekday peak hour traffic speeds, which clearly indicates that city centre congestion is a problem on Sundays.

2.3 An additional study to inform the parking amendments has been undertaken and this is available for consideration in the background documentation.

## **3.0 Consultations And Issues Raised.**

3.1 Two alternatives were put forward for public consultation; changing the hours of operation of the CPZ from the current 8 am-6pm Monday to Saturday to 7am-7pm Monday to Sunday or 8am-8 pm Monday to Sunday.

Consultation was carried out through the following media:

- A press release published in the Manchester Evening News
- Information posted on Manchester City Council website
- Information posted on member's area of Cityco website
- Consultation emailed to City Centre Ward Co-ordination contacts
- Emailed to approx 350 members of the Environmental Business Pledge
- Details included in Marketing Manchester member newsletter
- Manchester Chamber of Commerce
- Emailed to registered property management companies in the city centre
- Leaflets posted in libraries around city centre

Responses to the public consultation are summarised together with the responses of the Director Neighbourhood Services in the table in Appendix A.

3.2 The Ward Councillors have been consulted. One councillor responded noting the increase in city centre congestion. Also noted was the need to amend the residents parking scheme. Further details of comments are noted in Appendix A (Ref 75)

The Chief Constable has been consulted and no objections were received on traffic grounds.

Greater Manchester Police commented that parking may be displaced to quieter roads outside the city centre which do not have CCTV, which MAY present a risk for increased vehicle crime. It is considered that the changes will not significantly displace parking into other areas. It is considered that the majority of motorists will choose to park in off-street car parks and not in free out of town locations. Those who choose to park in the city centre during the extended hours do so for convenience, meaning they are more likely to transfer to local car parks rather than looking for free parking some distance from their ultimate location. MCC will continue to work with GMP to review any possible impact regarding vehicle displacement and crime.

The Chief Fire Officer has been consulted and no objections were received.

The Chief Ambulance Officer has been consulted and no objections were received.

Transport for Greater Manchester has been consulted and no objections were received.

Manchester Parking has been consulted and no objections were received.

Salford City Council has been consulted and no objections received.

Greater Manchester Cycling Campaign has been consulted and no objections were received.

Cityco have been consulted and make the following observation.

“We're pleased with the final proposals for the extended hours of the CPZ. We believe it will encourage more short-term use of on-street parking in the city centre, thereby reducing congestion, while the extension of loading bay controls to reflect the new hours will ensure businesses that are increasingly operating into the evening will be able to service their needs. Concerns were expressed when similar parking controls were introduced on Saturdays, but this is now the busiest shopping day”

#### 4.0 Proposals

4.1 As indicated above, the CPZ currently operates Monday-Saturday 8am-6pm. Motorists are prohibited from parking on single yellow lines in the city centre during the operational hours. Parking charges apply to pay and display bays during the operational hours of the CPZ, excluding Bank Holidays. Taking into account the responses received to the consultation carried out and the higher level of traffic congestion in the evening after 6pm it is proposed that the operational hours of the CPZ will be extended to Monday- Sunday 8am-8pm. Parking charges will apply to pay and display bays during these hours, excluding Bank Holidays.

4.2 Loading bays in the City Centre currently operate from Monday–Saturday 8am–6pm, the proposal in line with those details outlined above requires that these bays will operate Monday–Sunday 8am-8pm, in line with the proposed changes to the CPZ hours.

4.3 There are a number of shared use bays within the CPZ which serve one purpose during the day time and another purpose through the night. To be consistent with the change to the hours of operation of CPZ it is proposed to make the changes to shared use bays as detailed in the table below.

Existing		Proposed	
Loading bay	Mon-Sat 8am-6pm	Loading bay	Mon-Sun 8am-6pm
Taxi rank	Mon-Sun 6pm-8am	Taxi rank	Mon-Sun 6pm-8am
Pay & display	Mon-Sat 8am-6pm	Pay & display	Mon-Sun 8am-8pm
Taxi rank	Mon-Sun 6pm-8am	Taxi rank	Mon-Sun 8pm-8am
Pay & display	Mon-Sat 8am-6pm	Pay & display	Mon-Sun 8am-8pm
Bus stand	Mon-Sun 6pm-8am	Bus stand	Mon-Sun 8pm-8am

4.4 Evening taxi ranks will continue to operate 6pm-8am. Outside these hours it is proposed single yellow line restrictions will operate 8am-6pm Monday to Sunday.

4.5 It is recognised that the existing parking tariffs can be confusing. To provide a simpler tariff structure, easily understood by all and more in line with Off Street car park tariffs the following changes are proposed:

Zone	Existing increment	Proposed increment
Zone 1 (Maximum stay 1 hour)	15minutes	30 minutes
	30 minutes	1 hour
	45 minutes	
	1 hour	
Zone 2 (Maximum stay 2 hours)	15minutes	30 minutes
	30 minutes	1 hour

	45 minutes	1 hour 30 minutes
	1 hour	2 hours
	1 hour 15 minutes	
	1 hour 30 minutes	
	1 hour 45 minutes	
	2 hours	
Zone 3 (Maximum stay 3 hours)	30 minutes	30 minutes
	1 hour	1 hour
	1 hour 30 minutes	1 hour 30 minutes
	2 hours	2 hours
	2 hours 30 minutes	2 hours 30 minutes
	3 hours	3 hours

4.6 The existing residents parking scheme allows permit holders to use a parking bay, when displaying a residents permit:

- On any weekday for the first hour, 8am-9am and between 5pm-6pm
- All day Saturday

4.7 A revised City Centre Residents Parking Scheme will be developed in parallel with the changes to the CPZ.

Whilst the revised residents parking scheme is being developed it is proposed to bring residents' arrangements in line with the proposed revised CPZ hours by providing that existing city centre resident's parking permits will be valid:

- Until 9am and from 5pm Monday to Friday and
- All day on Saturday and Sunday.

The current annual cost of an on-street city centre resident permit, together with the proposed cost is shown in the table below.

<b>On-street permit prices</b>			
	<b>Permit A</b>	<b>Permit B</b>	<b>Permit C</b>
Existing cost	£347 per year	£198 per year	£116 per year
Proposed cost	£105 per quarter	£60 per quarter	£36 per quarter
Entitlement	Until 9am from 5pm Monday-Friday and all day Sat / Sun	Until 9am from 5pm Monday-Friday and all day Sat / Sun	Until 9am from 5pm Monday-Friday and all day Sat / Sun
Entitlement location	All Zones	Zones Two and Three	Zone Three

4.8 Convenience tickets are also on sale to holders of a current City Centre resident's parking permit. These tickets, when displayed in the vehicle, enable residents to park in the appropriate zone for half a day outside their existing entitlement, either 9am–1pm or 1pm–5pm.

The current cost of a convenience ticket is £8.00 for zones 1 and 2 and £4.00 for zone 3.

The proposed cost for convenience tickets for zones 1 and 2 would be £9.75 and zone 3 £4.80.

4.9 Should the proposals be approved and implemented, the impact of the parking measures will be the subject of regular reviews going forward.

## **5.0 Statement Of Reasons (For TROs)**

The grounds for making traffic regulation orders are set out in Section 1 of the Road Traffic Regulation Act 1984 'the RTRA'. The main grounds are listed below:  
For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of such danger arising.

- a) For preventing damage to the road or any building on or near the road.
- b) For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
- c) For preventing the use of the road by vehicular traffic of a kind which or its use by vehicular traffic in a manner, which is unsuitable, having regard to the existing character of the road or adjoining property.
- d) For preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot.
- e) For preserving or improving the amenities of the area through which the road runs.
- f) For any of the purposes specified in paragraphs (a) to (c) of subsection 1 of section 87 of the Environment Act 1995 (Air Quality).

Section 32 and Section 35 of the RTRA empower the Council to make Orders creating off street parking places and free on street parking places where for the purposes of relieving or preventing congestion of traffic it appears to the Council necessary to provide suitable parking places for vehicles.

Section 36 of the RTRA provides that no Order under these provisions can:

- a) authorise the use of any part of any road so as unreasonably to prevent access to any premises adjoining the road or the use of the road by any person entitled to use it or so as to be a nuisance or
- b) be made in respect of any part of road without the consent of the authority or person responsible for the maintenance of the road.

Section 45 of the RTRA provides that a local authority may designate parking places on any highway and may charge for such parking places. This section provides that in determining what parking places are to be designated, the Council must consider:-

- a) the interests of traffic
- b) the interests of the owners and occupiers of adjoining property, and states that in particular the matters to which the Council must have regard include:-

- c) the need for maintaining the free movement of traffic.
- d) the need for maintaining reasonable access to premises.
- e) the extent to which off street parking accommodation whether in the open or under cover is available in the neighbourhood or the provision of such parking accommodation is likely to be encouraged there by the designation of parking places under this section.

Section 122 of the RTRA requires the Council when exercising its functions under the Act to do so in such a way as (so far as practicable having regard to the matters specified below) to secure the expeditious convenient and safe movement of traffic and the provision of suitable and adequate parking facilities on and off the highway. The matters specified are:

- a) the desirability of securing and maintaining reasonable access to premises;
- b) the effect on the amenities of an area;
- c) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
- d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- e) any other matters appearing to the Council to be relevant.

The changes to the City Centre CPZ are proposed for the following reasons:

- It will be easier for shoppers and visitors to find a short-stay, on-street parking place close to their destination;
- It will be easier for city centre residents to find a parking space near their home;
- It will be easier for disabled badge holders to find an on-street parking space close to their destination;
- It will be easier to travel around the city centre during CPZ operating hours.
- Parking surveys indicate high levels of parking in the City Centre on Sundays and after 6pm with parking levels increasing up to 8pm. Traffic speed data shows the slowest speeds between 4pm and 8pm. To assist in the expeditious movement of vehicles, the CPZ operational hours will be extended to prohibit parking on single yellow lines and introduce parking charges in pay and display bays, thereby creating more spaces for motorists and making it easier to find a space.
- The proposals will contribute towards the reduction of congestion in the city centre, helping to reduce vehicle emissions and provide a safer environment for pedestrians and cyclists.
- Changes to loading bays, taxi ranks and shared use bays are a consequence of the revised hours of the Controlled Parking Zone.
- The proposed implementation of single yellow line restrictions (Mon-Sun 8am-6pm) where evening taxi ranks operate (Mon-Sun 6pm-8am) are necessary as a consequence of the revised hours of the Controlled Parking Zone.

## **6.0 Consideration Of Alternative Solutions**

As indicated above consideration was given to changing the CPZ hours of operation to 7am-7pm instead of 8am-8pm. Interrogation of the traffic speed data and parking surveys indicated that parking congestion is worst between the hours of 4pm and 8pm. The recommendation is therefore to change the hours of operation to 8am-8pm Monday to Sunday.

## **7.0 Timescales**

The statutory procedures for making the orders require notice to be given of the proposals for a minimum of 21 day period and that any objections or representations received are considered before an order is made. It is proposed, in accordance with normal procedures that objections will be considered under delegated powers by the Strategic Director of Neighbourhood Services in consultation with the Executive Member for Neighbourhood Services. If after consideration of objections and representations the decision is taken to proceed with the proposals it is anticipated that the measures described in this report will be installed August / September 2011.

## **8.0 Conclusion And Recommendations**

The Executive is asked to note the contents of the report and to agree the recommendations set out above.

**APPENDIX A – RESPONSES TO PUBLIC CONSULTATION**

<b>Ref</b>	<b>Type of user</b>	<b>Preferred Hours</b>	<b>Comments</b>	<b>Response</b>
1	Does not state	No change	If parking charges are introduced on a Sunday then will transfer custom elsewhere.	Evidence suggests that many people would not be deterred that many people would be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges
2	Does not state	No change	<p>Removing free evening and Sunday parking will be to the detriment of the city</p> <p>If parking charges are introduced on a Sunday then will transfer custom elsewhere.</p> <p>Proposals are only designed to raise revenue.</p> <p>Online consultation undemocratic as no option is provided to retain current hours.</p>	<p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.</p> <p>The reason for making the proposed changes is</p>

Ref	Type of user	Preferred Hours	Comments	Response
				<p>to reduce city centre congestion making it easier for shoppers and visitors to find a short-stay, on-street parking place close to their destination. Whilst generation of revenue is not the reason for introducing the price rise there is potential for increased revenue as a result of this proposal. Any additional revenue is ring fenced and any surplus may only be used for the purposes permitted by Section 55 of the Road Traffic Regulation Act 1984.</p> <p>Consultation process was changed after two days to provide respondents with a third option (Other) which meant they would not have to opt for either 7am-7pm or 8am-8pm. Anyone who voted for either of these options and is opposed to 7am-7pm and 8am-8pm will have their view registered as "No change" in the final analysis.</p>
3	Resident	9am-5pm	<p>Divide Manchester City Centre into different zones with different parking restrictions to suit land use.</p> <p>Introduce 24hr parking charges in retail / entertainment areas.</p> <p>Better residents parking scheme at reduced cost.</p> <p>P&amp;D bays in residential areas should operate Mon-Fri 9am-5pm.</p>	<p>Manchester City Council operates two residents parking schemes for city centre residents; one for vehicles to park on-street operated by MCC, the other off-street, operated by NCP, which allows residents to park in a specific NCP car park subject to availability.</p> <p>A review of the on-street residents parking scheme is being undertaken with a view to providing more flexible arrangements. Further details will be publicised after consultation with residents and other interested parties, and once the proposals have been finalised. The review will</p>

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			Have special bays for resident's permits only.	consider hours of operation, changing zone boundaries and distribution of residents' permits. Recommendations will be considered as a part of this future review.
4	Resident	7am-7pm	<p>Insufficient parking for residents.</p> <p>Blue badge holders take up majority of on-street parking.</p> <p>Will stop people visiting city centre on a Sunday</p>	<p>A review of the on-street residents parking scheme is being undertaken with a view to providing more flexible arrangements. Further details will be publicised after consultation with residents and other interested parties, and once the proposals have been finalised.</p> <p>Manchester City Council operates a Blue Badge Enforcement Team. This dedicated team of officers patrols the City of Manchester observing vehicles and enforcing against motorists who abuse or misuse the Blue Badge scheme. In addition to the dedicated team of enforcement officers, the wider enforcement team of Civil Enforcement Officers, Street Wardens and Street Environment Managers will take action regarding Blue Badge abuse and misuse throughout the city and its wards.</p> <p>Evidence suggests it is unlikely that many people would be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and</p>

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				other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges
5	Resident	No change		Noted
6	Shopping		<p>Removing free Sunday parking will be to the detriment of the city</p> <p>More people will instead visit Trafford Centre</p> <p>More Park and Ride facilities required.</p>	<p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges</p> <p>Details of proposed Park and Ride facilities can be found in Greater Manchester's third Local Transport Plan 2011/12 – 2015/16. The following new park and ride sites will be provided as part of the Metrolink extensions:</p> <ul style="list-style-type: none"> <li>• Ashton Moss</li> <li>• Ashton West</li> <li>• Derker</li> <li>• Hollinwood</li> <li>• Oldham Mumps</li> <li>• Sale Water Park</li> </ul>

Ref	Type of user	Preferred Hours	Comments	Response
				<ul style="list-style-type: none"> <li>Shaw and Crompton</li> </ul> <p>An additional number of park and ride sites have been identified, and these will be developed as funding allows. Details are contained in the LTP document.</p>
7	Shopping and Entertainment	7am-7pm	Introducing Sunday charging should be combined with improved out of town parking and bus routes.	Through the Greater Manchester Transport Fund, significant investment is being made to improve the tram and bus network. New tram lines are under construction to Chorlton, Manchester Airport, Ashton-Under-Lyne, East Didsbury and Oldham and Rochdale town Centres. When these are complete it will provide Manchester with the largest tram network in the UK. Transport for Greater Manchester also operates an extensive bus timetable to other parts of the city.
8	Shopping and Entertainment	No change	<p>Removing free Sunday parking will be to the detriment of the city</p> <p>Public transport needs to be improved</p>	<p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges</p> <p>Through the Greater Manchester Transport Fund,</p>

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				significant investment is being made to improve the tram and bus network. New tram lines are under construction to Chorlton, Manchester Airport, Ashton-Under-Lyne, East Didsbury and Oldham and Rochdale town Centres. When these are complete it will provide Manchester with the largest tram network in the UK. Transport for Greater Manchester also operates an extensive bus timetable to other parts of the city.
9	Work	8am-8pm	8am-8pm seem to better match city centre activity and would maximise income streams.	There is a greater influx of vehicles during the evening peak (up to 8pm).
10	Shopping, Entertainment and visiting a resident.	7am-7pm	<p>Proposals are only designed to raise revenue.</p> <p>Could be argued that increased turnover of spaces may worsen congestion.</p> <p>People who are parked in bays for long periods are probably spending more in shops.</p> <p>Traffic management in city centre needs to be improved to reduce congestion.</p>	<p>The reason for making the proposed changes is to reduce city centre congestion making it easier for shoppers and visitors to find a short-stay, on-street parking place close to their destination. Whilst generation of revenue is not the reason for introducing the price rise there is potential for increased revenue as a result of this proposal. Any additional revenue is ring fenced and any surplus may only be used for the purposes permitted by Section 55 of the Road Traffic Regulation Act 1984.</p> <p>It is considered that increased turnover of on-street spaces in the city centre, will increase parking availability close to businesses and reduce congestion and mean more people have the opportunity to visit shops.</p> <p>Other traffic improvements, such as the</p>

Ref	Type of user	Preferred Hours	Comments	Response
				expansion to the Metrolink network, are designed to reduce the number of car journeys to the city centre and help towards reducing congestion.
11	Resident	No change	Will increase cost of visitor parking  Will probably move away from city centre	Noted
12	Resident	8am-8pm	Supports 8am-8pm on provision that visitor permits are made more readily available.  Parked vehicles are causing danger along Liverpool Road  Should allow visitors to park for up to 6 hours.	A review of the on-street residents parking scheme is being undertaken with a view to providing more flexible arrangements. Further details will be publicised after consultation with residents and other interested parties, and once the proposals have been finalised.  New parking restrictions have recently been introduced along Liverpool Road to improve safety. The effectiveness of the new TRO will be monitored.
13	Shopping and Entertainment	No change	Removing free Sunday parking will be to the detriment of the city  Disagrees with extending hours beyond 6pm.  Should reduce the pay of top executives	Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers

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				<p>and other visitors despite the proposed charges.</p> <p>Parking surveys indicate high levels of parking in the City Centre on Sundays and after 6pm with parking levels increasing up to 8pm. Traffic speed data shows the slowest speeds between 4pm and 8pm.</p>
14	Shopping and Work	7am-7pm	Will visit the Trafford Centre instead	<p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges</p>
15	Shopping	7am-7pm	Will visit the Trafford Centre instead	<p>It is considered unlikely that many people would be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make</p>

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				Manchester an attractive location to shoppers and other visitors despite the proposed charges
16	Entertainment and Work	8am-8pm		Noted
17	Shopping, Business and Entertainment		<p>Will visit the Trafford Centre or Liverpool instead.</p> <p>Existing car park charges are too high.</p> <p>Lower rates should be available for Saturdays, Sundays and evenings.</p>	<p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.</p> <p>The general principle underpinning on street and off street parking pricing is to encourage use of off street car parks and to leave on street parking places for short term parking for priority users including motorists who wish to make short visits to the city centre to shop, conduct business and to park near to where they want to be and then leave with the minimum amount of effort. It is considered that pricing policies should encourage and support this principle.</p>
18	Resident	No change	Proposals seem to target City Centre residents as parking problems exist beyond 8pm	A review of the on-street residents parking scheme is being undertaken with a view to providing more flexible arrangements. Further

Ref	Type of user	Preferred Hours	Comments	Response
			<p>Residents are currently able to return from work at 6pm and park until following morning, but this would not be possible under revised proposals.</p> <p>Cheaper parking in multi-storey car parks may solve congestion problem.</p> <p>Existing residents parking scheme is too inflexible.</p> <p>Will prevent visitors coming to City Centre on Sundays.</p>	<p>details will be publicised after consultation with residents and other interested parties, and once the proposals have been finalised. The review will consider hours of operation, changing zone boundaries and distribution of residents' permits. Recommendations will be considered as a part of this future review.</p>
19	Councillor	No change	Parking should be free on Sundays	<p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.</p>
20	Resident	No change	Proposals are only designed to raise revenue.	<p>The reason for making the proposed changes is to reduce city centre congestion making it easier for shoppers and visitors to find a short-stay, on-</p>

Ref	Type of user	Preferred Hours	Comments	Response
			<p>Parking is free at Trafford Centre and changes will result in more people going there instead of city centre.</p>	<p>street parking place close to their destination. Whilst generation of revenue is not the reason for introducing the price rise there is potential for increased revenue as a result of this proposal. Any additional revenue is ring fenced and any surplus may only be used for the purposes permitted by Section 55 of the Road Traffic Regulation Act 1984.</p> <p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges</p>
21	Resident	No change	<p>Parking is free at Trafford Centre and changes will result in more people going there instead of city centre.</p> <p>Proposals are only designed to raise revenue.</p> <p>Removing free evening parking will be to the detriment of restaurants /</p>	<p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different</p>

Ref	Type of user	Preferred Hours	Comments	Response
			cinemas etc.	<p>to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.</p> <p>The reason for making the proposed changes is to reduce city centre congestion making it easier for shoppers and visitors to find a short-stay, on-street parking place close to their destination. Whilst generation of revenue is not the reason for introducing the price rise there is potential for increased revenue as a result of this proposal. Any additional revenue is ring fenced and any surplus may only be used for the purposes permitted by Section 55 of the Road Traffic Regulation Act 1984.</p>
22	Resident	No change	<p>Supports proposals in principle.</p> <p>Believes proposals will reduce Sunday trade.</p> <p>Believes extending hours beyond 6pm will deter visitors of city centre residents and does not support this part of the proposal.</p>	<p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.</p>
23	Business and	7am-7pm	Prefers 7am-7pm as considers this to	

Ref	Type of user	Preferred Hours	Comments	Response
	Work in City		be the safer option for employees.	
24	Shopping, entertainment and work	No change	<p>Has cost of additional patrols been assessed?</p> <p>Has impact on Sunday trading been assessed?</p> <p>Parking is free at Trafford Centre and changes will result in more people going there instead of city centre.</p> <p>Manchester lacks Park and Ride facilities</p>	<p>The reason for making the proposed changes is to reduce city centre congestion making it easier for shoppers and visitors to find a short-stay, on-street parking place close to their destination. Whilst generation of revenue is not the reason for introducing the price rise there is potential for increased revenue as a result of this proposal. Any additional revenue is ring fenced and any surplus may only be used for the purposes permitted by Section 55 of the Road Traffic Regulation Act 1984, including enforcement costs.</p> <p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges. Details of proposed Park and Ride facilities can be found in Greater Manchester's third Local Transport Plan 2011/12 – 2015/16. The following new park and ride sites will be provided as part of</p>

Ref	Type of user	Preferred Hours	Comments	Response
				<p>the Metrolink extensions:</p> <ul style="list-style-type: none"> <li>• Ashton Moss</li> <li>• Ashton West</li> <li>• Derker</li> <li>• Hollinwood</li> <li>• Oldham Mumps</li> <li>• Sale Water Park</li> <li>• Shaw and Crompton</li> </ul> <p>An additional number of park and ride sites have been identified, and these will be developed as funding allows. Details are contained in the LTP document.</p>
25	Shopping, Entertainment and visiting a resident.	No change	<p>Proposals will have an adverse effect on the local economy.</p> <p>Proposals are only designed to raise revenue.</p>	<p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.</p> <p>The reason for making the proposed changes is to reduce city centre congestion making it easier for shoppers and visitors to find a short-stay, on-</p>

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				street parking place close to their destination. Whilst generation of revenue is not the reason for introducing the price rise there is potential for increased revenue as a result of this proposal. Any additional revenue is ring fenced and any surplus may only be used for the purposes permitted by Section 55 of the Road Traffic Regulation Act 1984.
26	Resident	7am-7pm	Wants hours of operation to be consistent across the whole city.	
27	Work		<p>Minimum parking time of 30 minutes in Zone 1 is punitive as increases cost for short deliveries to office.</p> <p>Would prefer maximum stay in Zone 1 to be increased to 1.5hrs or 2hrs.</p> <p>Believes disabled car users would benefit from parking in Zone 1 for longer than 1 hour.</p>	<p>It is considered that tariffs can be confusing, and it is therefore proposed to provide a simpler tariff structure, easily understood by all and more in line with Off Street car park tariffs.</p> <p>Waiting is limited to one hour in Zone 1 to increase turnover where parking demand is at its greatest. It is considered that increasing hours of operation in this area will make it more difficult to find an available space, and potentially increase congestion.</p> <p>Motorists displaying a valid blue badge are entitled to park in a bay without time limit.</p>
28	Business	No change	<p>Proposals are unrealistic and unnecessary.</p> <p>Strongly opposes proposals.</p>	Noted
29	Resident	No change	Cost of residents parking in city centre is too high.	The general principle underpinning on street and off street parking pricing is to encourage use of off street car parks and to leave on street parking

Ref	Type of user	Preferred Hours	Comments	Response
			Proposals should be shelved or better provision made for residents.	<p>places for short term parking for priority users including motorists who wish to make short visits to the city centre to shop, conduct business and to park near to where they want to be and then leave with the minimum amount of effort. It is considered that pricing policies should encourage and support this principle.</p> <p>A review of the on-street residents parking scheme is being undertaken with a view to providing more flexible arrangements. Further details will be publicised after consultation with residents and other interested parties, and once the proposals have been finalised.</p>
30	Shopping, entertainment and visiting a resident	No change	Thinks current system should stay in place.	Noted
31	Manchester Oriental Organisations Alliance	No change	<p>Will deter people from entering City Centre for shopping, dining, meetings and entertainment. May force some restaurateurs out of city centre.</p> <p>With the introduction of Sunday charging, the traditional Chinese family gathering on a Sunday could be reduced to once a month or even less frequent.</p> <p>Pupils at Chinese Language School rely on parents to pick up and drop off.</p>	<p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.</p>

Ref	Type of user	Preferred Hours	Comments	Response
			<p>City centre community volunteers will also be affected.</p> <p>Currently working with NCP to negotiate rebated parking fee for customers and shoppers in the evening.</p>	<p>Over recent years demand for parking in the City Centre has increased on Sundays. Additionally, surveys have indicated that the length of stay in on-street parking places increases dramatically on Sundays. The longer stay parking makes it difficult to find an on street parking space during these times and as such more vehicles are having to park on single yellow lines.</p> <p>Given the increased activity on Sundays, traffic flows are such that vehicles parked on single yellow lines can cause obstructions to traffic which results in congestion and delay. Introducing parking charges on a Sunday will increase the availability of spaces making it easier for residents and their visitors to find a space close to their destination. This also applies to visitors to the Chinese Language School.</p> <p>A review of the on-street residents parking scheme is being undertaken with a view to providing more flexible arrangements. Further details will be publicised after consultation with residents and other interested parties, and once the proposals have been finalised. This will possibly include increasing the availability of visitor permits on Sundays.</p>
32	Work	No change	Leave parking as it is.	
33	Business	No change	Parking is free at Trafford Centre and changes will result in more people	Evidence suggests that many people would not be deterred from coming to the City Centre to

Ref	Type of user	Preferred Hours	Comments	Response
			<p>going there instead of city centre.</p> <p>Will have an adverse effect on restaurants and shops.</p> <p>Motorists would not visit Northern Quarter if charges were altered.</p>	<p>visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.</p>
34	Business	No change	<p>Will deter customers from visiting restaurants.</p>	<p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.</p>
35	Entertainment	Up to 6.30pm	<p>Charges should be extended up 6.30pm to allow time to park and then attend theatre / concert.</p> <p>Many who attend events in the evening will cease to do so if parking</p>	<p>Parking surveys indicate that parking levels rise steadily up until 8pm before they start to fall. It is therefore proposed to change CPZ operational hours to in line with this to reduce congestion caused by parking.</p>

Ref	Type of user	Preferred Hours	Comments	Response
			changes are implemented.	
36		No change	Proposals will have greatest impact on small city centre traders who are already under pressure in current economic climate.  Small traders need support of City Council, not extra pressure.	Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.
37	Shopping, business, work in city centre	24hrs	24hrs	Noted
38	Shopping, Entertainment, Resident	7am-7pm		Noted
39	Resident		Agrees with proposals on basis that it can be difficult to find parking spaces. However, unhappy about paying parking charges as a resident.  Cost of buying permit should be lower and cover larger time period.  Charges should only be applied to city centre	A review of the on-street residents parking scheme is being undertaken with a view to providing more flexible arrangements. Further details will be publicised after consultation with residents and other interested parties, and once the proposals have been finalised.
40	Resident	7am-7pm	Proposals need to provide greater	A review of the on-street residents parking

Ref	Type of user	Preferred Hours	Comments	Response
			flexibility for city centre residents.	scheme is being undertaken with a view to providing more flexible arrangements. Further details will be publicised after consultation with residents and other interested parties, and once the proposals have been finalised.
41	Shopping, Entertainment	No change	<p>Proposals are an unwelcome tax and not for benefit of public.</p> <p>Will make more use of out-of-city retail and entertainment outlets where parking is free.</p> <p>Has already ceased to drive to city on Thursday evenings to difficulty of finding a free car parking space.</p>	<p>The reason for making the proposed changes is to reduce city centre congestion making it easier for shoppers and visitors to find a short-stay, on-street parking place close to their destination. Whilst generation of revenue is not the reason for introducing the price rise there is potential for increased revenue as a result of this proposal. Any additional revenue is ring fenced and any surplus may only be used for the purposes permitted by Section 55 of the Road Traffic Regulation Act 1984.</p> <p>It is considered unlikely that many people would be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.</p>
42	Shopping,	No change	Making CPZ times later will	In order for on street parking to fulfil this role it is

Ref	Type of user	Preferred Hours	Comments	Response
	Business, Entertainment		inconvenience residents. Undertakes voluntary work 3-4 times a month and will now have to pay for parking, making it a clear disincentive to volunteering.	important that there is a regular turnover of parking bays. The availability of on street spaces is important to ensure that motorists don't have to tour around the area in order to find a space, adding to congestion in the city centre. To meet this objective it is considered necessary to introduce evening charges.
43	Entertainment, Work in the city.	No change	<p>Visitors to theatre and other attractions during the evening will be affected as time for parking will be limited.</p> <p>Would not visit the city centre on a Sunday if free parking were removed.</p> <p>Recognises difficulty of parking in some parts of the city (such as Northern Quarter), but considers there to be ample space in other parts.</p>	Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.
44	Business	No change	<p>Changes will adversely effect businesses and reduce number of visitors to the city.</p> <p>Council taxes have already been increased above rate of inflation with no increasing of services.</p> <p>Consideration should be given to increasing time slots for short term parking.</p>	It is considered unlikely that many people would be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make

Ref	Type of user	Preferred Hours	Comments	Response
			Free parking on a Sunday should be restricted to 4 hours to allow people to shop / eat.	<p>Manchester an attractive location to shoppers and other visitors despite the proposed charges.</p> <p>Parking changes should increase the turnover of short stay parking, making short stay spaces more available.</p> <p>Parking surveys indicate that many vehicles park for long periods on Sundays, thereby restricting turnover. Allowing vehicles to park for free for a period of 4 hours will not assist in the achievement of this objective.</p>
45	Work in the city	No change		Noted
46	Resident	7am-7pm	.	Noted
47	Business	7am-7pm	<p>Does not agree that driving into the city centre on Sundays is the same as peak hour journeys.</p> <p>People are attracted to city centre on Sundays due to free parking and removing this will not help city centre businesses</p>	<p>Vehicles speed surveys using Trafficmaster data indicate that average speed on a Sunday is comparable to weekday morning peak hour.</p> <p>It is considered unlikely that many people would be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers</p>

Ref	Type of user	Preferred Hours	Comments	Response
				and other visitors despite the proposed charges.
48	Resident	No change	<p>Proposals are only designed to raise revenue.</p> <p>Parking is free at Trafford Centre and changes will result in more people going there instead of city centre.</p> <p>Many shops are not open until after 6pm, so extending CPZ hours beyond this makes no sense.</p> <p>Questions statements about parking in centre and asks to see report regarding parking and public transport.</p> <p>Does not believe proposals will reduce number of vehicles driving around city centre in search of a free space.</p> <p>Rarely seen congestion on a Sunday.</p> <p>Disabled badge holders can park on double yellow lines so proposals will have no benefit for them.</p> <p>Proposals will have a detrimental effect on businesses and events</p>	<p>The reason for making the proposed changes is to reduce city centre congestion making it easier for shoppers and visitors to find a short-stay, on-street parking place close to their destination. Whilst generation of revenue is not the reason for introducing the price rise there is potential for increased revenue as a result of this proposal. Any additional revenue is ring fenced and any surplus may only be used for the purposes permitted by Section 55 of the Road Traffic Regulation Act 1984.</p> <p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.</p> <p>Parking survey data is contained in "Manchester City Centre Parking Study Report March 2011"</p>
49	Work in the	No change	Nonsense to introduce charges on a	It is considered unlikely that many people would

Ref	Type of user	Preferred Hours	Comments	Response
	city		Sunday	be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.
50	Shopping, Entertainment, Visiting a resident	No change	<p>No problems that can be directly linked to CPZ operating on a Sunday.</p> <p>Proposals are only designed to raise revenue.</p> <p>Price of public car parks needs to be reduced drastically if proposals are to be viable.</p>	<p>The reason for making the proposed changes is to reduce city centre congestion making it easier for shoppers and visitors to find a short-stay, on-street parking place close to their destination. Whilst generation of revenue is not the reason for introducing the price rise there is potential for increased revenue as a result of this proposal. Any additional revenue is ring fenced and any surplus may only be used for the purposes permitted by Section 55 of the Road Traffic Regulation Act 1984.</p> <p>It is the case, that the vast majority of parking capacity within the city centre exists in off street car parks and since the formation of the Joint Venture Company NCP (Manchester) Ltd, this off street parking provision is of a very high quality.</p>
51	Work in the city	No change	Parking causes enough stress for shoppers and doesn't need changing	Noted

Ref	Type of user	Preferred Hours	Comments	Response
			again.	
52	Shopping, Entertainment, Work in the city centre, visiting a resident	No change	Charging on a Sunday will reduce frequency of respondents' visits.	Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.
53	Shopping	No change	Will make parking more difficult for residents and cost residents more money	A review of the on-street residents parking scheme is being undertaken with a view to providing more flexible arrangements. Further details will be publicised after consultation with residents and other interested parties, and once the proposals have been finalised.
54	GM Police		No objections to proposals	Noted
55	Transport for Greater Manchester		No objections to proposals	Noted
56	Resident		Does not agree with Sunday loading in loading bays and loading bays should only become operational after noon on a Sunday.	Use of loading bays is currently unrestricted on Sundays, meaning that they can currently be used for loading purposes if they are free of parked vehicles. Applying loading restrictions to bays on Sundays will prohibit vehicles parking in the bays.

Ref	Type of user	Preferred Hours	Comments	Response
57	Entertainment		<p>Make a number of comments in relation to NCP car parks:</p> <p>Most drivers shopping after working in the city will already be parked in the city so the reduced tariff would make no difference to them.</p> <p>People would not need to be encouraged to come into the city on evenings if it was cheaper to park.</p> <p>Metroshuttle bus is of no use to people coming into the city for evening entertainment</p> <p>The latest average increase ignores the fact that those parking in the evening have again had to suffer excessive increases of up to 25%.</p> <p>The Arena car park is convenient for shoppers as well as commuters</p> <p>Illegal car parking has been used as justification for high NCP charges, but these should be prosecuted.</p> <p>High parking charges will discourage people travelling great distances to The Royal Opera House.</p>	<p>The comments relate to on-street parking charges and evening tariffs in off-street car parks</p> <p>Notice has been posted regarding on-street parking tariff increases and these will be implemented in June 2011.</p>

Ref	Type of user	Preferred Hours	Comments	Response
			<p>High parking charges will discourage young people from attending the theatre and concert halls.</p> <p>Public transport is not an option for those that live outside the city boundary.</p> <p>The majority of Manchester citizens are on low income or benefits and it is not acceptable for taxpayers to subsidise those on benefits through higher parking charges.</p> <p>In response to claims that motorists have a choice of cheaper car park, it is stated that NCP have a virtual monopoly in the city centre.</p> <p>Thinks it would be more profitable to have full car parks in evening with lower charges than half empty ones.</p> <p>MCC should not give NCP a free hand to charge what they want to maximise profits.</p> <p>NCP made £3.6m profit in year ending March 2010 from which council received a dividend of £1.2m</p>	

Ref	Type of user	Preferred Hours	Comments	Response
			<p>Council is more interested in parking income than encouraging the evening economy.</p>	
58	Business, work in the city centre, resident	No change	<p>Free parking outside the city centre is affecting businesses.</p> <p>More pressure should be put on NCP to offer discounted rates or build a multi-storey car park in Chinatown.</p> <p>Increased parking charges will reduce family visits to Chinatown.</p> <p>Proposals may encourage more people to visit Trafford Centre.</p> <p>Would like to see a reduction in business rates if proposals are passed.</p>	<p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.</p> <p>Over recent years demand for parking in the City Centre has increased on Sundays. Additionally, surveys have indicated that the length of stay in on-street parking places increases dramatically on Sundays. The longer stay parking makes it difficult to find an on street parking space during these times and as such more vehicles are having to park on single yellow lines.</p> <p>Given the increased activity on Sundays, traffic flows are such that vehicles parked on single yellow lines can cause obstructions to traffic which results in congestion and delay.</p>

Ref	Type of user	Preferred Hours	Comments	Response
				<p>Introducing parking charges on a Sunday will increase the availability of spaces making it easier for residents and their visitors to find a space close to their destination.</p> <p>A review of the on-street residents parking scheme is being undertaken with a view to providing more flexible arrangements. Further details will be publicised after consultation with residents and other interested parties, and once the proposals have been finalised. This will possibly include increasing the availability of visitor permits on Sundays.</p> <p>Changes to business rates are considered separate to parking amendments.</p>
59	Sustrans	8am-8pm	<p>Supportive of proposals as they put a value on parking that is not reflected in the current regime.</p> <p>Raised funds should be earmarked for pedestrians, cyclists and public transport.</p> <p>The limited additional funding could also be used to augment the additional funding sought by TfGM through the LSTF grant offered by the DfT.</p>	<p>Whilst generation of revenue is not the reason for introducing the price rise there is potential for increased revenue as a result of this proposal. Any additional revenue is ring fenced and any surplus may only be used for the purposes permitted by Section 55 of the Road Traffic Regulation Act 1984. This includes provision of public transport services, road improvements or to fund local environmental improvements.</p>
60	Business, work in the city	No change	Will adversely impact on businesses in the city centre.	It is considered unlikely that many people would be deterred from coming to the City Centre to

Ref	Type of user	Preferred Hours	Comments	Response
	centre		If length of stay is shortened it would mean people could visit restaurants.	visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.
61	Shopping, Entertainment, Work in the City Centre	No change		Noted
62	Work in the City Centre	6am-6pm		Noted
63	Village Business Association		<p>Proposals would directly impact on The Village business community.</p> <p>Low paid staff would not be able to park on street due top lack of public transport when 4am shift finishes.</p> <p>Enforcing parking fines 7 days a week will jeopardise number of visitors to The Village.</p> <p>Will impact on number of people who dine in the area if extended to either 7pm or 8pm.</p>	Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.

Ref	Type of user	Preferred Hours	Comments	Response
			<p>Will impact on the services provided by LGBT people in need as these are often on low income, and new parking regime would directly impact on them.</p> <p>Proposals will unfairly penalise city centre residents.</p>	<p>The general principle underpinning on street and off street parking pricing is to encourage use of off street car parks and to leave on street parking places for short term parking for priority users including motorists who wish to make short visits to the city centre to shop, conduct business and to park near to where they want to be and then leave with the minimum amount of effort. Workers should therefore be encouraged to use off-street spaces instead.</p> <p>A review of the on-street residents parking scheme is being undertaken with a view to providing more flexible arrangements. Further details will be publicised after consultation with residents and other interested parties, and once the proposals have been finalised. This will possibly include increasing the availability of visitor permits on Sundays.</p>
64	Shopping, Business, Entertainment, work in the city centre	No change	Increasing charges will be detrimental to businesses as people would choose to visit other places in suburbs that offer free parking.	Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers

Ref	Type of user	Preferred Hours	Comments	Response
65	Business, Work in city centre	No change	<p>Shortening stay and increasing hours will not benefit diners as they will be worried about getting a fine.</p> <p>Parking charges are already too high.</p> <p>Will result in people visiting other cities.</p> <p>Will result in more congestion due to people having to move due to shorter stay.</p> <p>Will adversely affect businesses in the Chinatown area.</p> <p>With the introduction of Sunday charging, the traditional Chinese family gathering or Chinese Sunday School on a Sunday could be reduced to once a month or even less frequent.</p>	<p>and other visitors despite the proposed charges.</p> <p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.</p> <p>It is anticipated that introducing pay and display charges on Sundays and other changes to the parking operation will improve the turnover of on-street spaces in the city centre, therefore increasing parking availability close to businesses.</p> <p>Given the increased activity on Sundays, traffic flows are such that vehicles parked on single yellow lines can cause obstructions to traffic which results in congestion and delay. Introducing parking charges on a Sunday will increase the availability of spaces making it easier for residents and their visitors to find a space close to their destination.</p> <p>A review of the on-street residents parking</p>

Ref	Type of user	Preferred Hours	Comments	Response
				<p>scheme is being undertaken with a view to providing more flexible arrangements. Further details will be publicised after consultation with residents and other interested parties, and once the proposals have been finalised. This will possibly include increasing the availability of visitor permits on Sundays.</p>
66	Fourth Church of Christ, Scientist, Manchester	No change	<p>If members are asked to pay to park on Sundays it will have a devastating effect on church.</p> <p>Church is a charity finding it difficult to meet higher expenses – an added collective cost of approximately £1000/month could not be absorbed.</p> <p>Would appreciate an accommodation of needs – maybe permits to park in Great Northern car park for a few hours.</p>	<p>Surveys have indicated that the length of stay in on-street parking places increases dramatically on Sundays. On-street parking is intended as a convenient short stay parking place for those that require it. The longer stay parking makes it difficult to find an on street parking space during these times which impacts greatly on a variety of city centre users such as shoppers, blue badge holders and residents. Additionally, the lack of on-street availability often means that vehicles are forced to park in such a way that they cause obstructions to other motorists.</p> <p>The concerns of churchgoers are acknowledged, but it would be impracticable to discriminate between different individuals or groups because they have different reasons for using Manchester's on street parking. The Council can only charge for the use of the bays, it cannot charge (or not charge) on the basis of the characteristics or beliefs of the users.</p>
67	Manchester Cathedral	No change	<p>Questionnaire does not provide Sunday worship as an option. Four services are held on a Sunday –</p>	<p>Surveys have indicated that the length of stay in on-street parking places increases dramatically on Sundays. On-street parking is intended as a</p>

Ref	Type of user	Preferred Hours	Comments	Response
			<p>would like this taken into account when considering changes.</p>	<p>convenient short stay parking place for those that require it. The longer stay parking makes it difficult to find an on street parking space during these times which impacts greatly on a variety of city centre users such as shoppers, blue badge holders and residents. Additionally, the lack of on-street availability often means that vehicles are forced to park in such a way that they cause obstructions to other motorists.</p> <p>The concerns of churchgoers are acknowledged, but it would be impracticable to discriminate between different individuals or groups because they have different reasons for using Manchester's on street parking. The Council can only charge for the use of the bays, it cannot charge (or not charge) on the basis of the characteristics or beliefs of the users.</p>
68	Manchester Pride	No change	<p>Will deter people from using city centre businesses and impact on the Manchester economy.</p> <p>Can understand the need for a CPZ (possibly even on a Sunday), this should not be extended beyond 6pm as it will severely impact on evening / weekend clientele.</p> <p>Increases parking charges, on top of the rising costs of living, will further deter visitors coming to the city centre.</p>	<p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.</p>

Ref	Type of user	Preferred Hours	Comments	Response
			<p>The cost of off-street parking is prohibitive.</p> <p>Public transport does not run late into the evening.</p>	<p>Given the increased activity on Sundays, traffic flows are such that vehicles parked on single yellow lines can cause obstructions to traffic which results in congestion and delay. Introducing parking charges on a Sunday will increase the availability of spaces making it easier for residents and their visitors to find a space close to their destination</p> <p>The general principle underpinning on street and off street parking pricing is to encourage use of off street car parks and to leave on street parking places for short term parking for priority users including motorists who wish to make short visits to the city centre to shop, conduct business and to park near to where they want to be and then leave with the minimum amount of effort. Workers should therefore be encouraged to use off-street spaces instead.</p> <p>Through the Greater Manchester Transport Fund, significant investment is being made to improve the tram and bus network. New tram lines are under construction to Chorlton, Manchester Airport, Ashton-Under-Lyne, East Didsbury and Oldham and Rochdale town Centres. When these are complete it will provide Manchester with the largest tram network in the UK. Transport for Greater Manchester also operates an extensive bus timetable to other parts of the city.</p>

Ref	Type of user	Preferred Hours	Comments	Response
69	Business, Resident	No change	<p>Collected over 4000 signatures approx 4 years ago opposing similar proposals.</p> <p>Will adversely impact businesses and residents.</p> <p>Will devastate small businesses in Chinatown.</p> <p>Working closely with NCP to enhance parking turnover.</p>	<p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.</p>
70	Northenden Village Partnership		<p>Opposes charges to District car parks in Northenden.</p> <p>Small independent traders will be hit hardest.</p> <p>Will have a crippling effect on local businesses and further burden the council with failed business premises.</p> <p>Will result in people visiting other locations, such as Trafford Centre.</p>	<p>This is outside the scope of the public consultation, which concerns changes to the city centre CPZ. Detailed traffic surveys have been undertaken in Northenden which we are currently assessing to determine if there is any benefit to introducing parking charges.</p>
71	Shopping, Entertainment	7am-7pm		Noted
72	Shopping, Business, Entertainment, Work in the	No change	<p>Consultation period is too short.</p> <p>Requests additional information about traffic speeds and congestion.</p>	<p>Consultation was for 3 weeks, which is considered an adequate period for proposals of this nature. There will be an additional opportunity to object to the proposals when they</p>

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	city centre, Resident, visiting a resident		<p>How much will measures cost to implement and how much revenue does the council expect to generate.</p> <p>Has the impact on evening and Sunday entertainment been assessed?</p> <p>Proposals are only designed to raise revenue.</p>	<p>are legally advertised, if / when the proposals are approved</p> <p>Whilst generation of revenue is not the reason for introducing the price rise there is potential for increased revenue as a result of this proposal. Any additional revenue is ring fenced and any surplus may only be used for the purposes permitted by Section 55 of the Road Traffic Regulation Act 1984.</p> <p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.</p>
73	Business, Work in the city centre	No change	Keep 8am-6pm.	Noted
74	Resident	No change	<p>Proposals will have a detrimental effect on local residents.</p> <p>Found out about consultation by</p>	<p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets</p>

Ref	Type of user	Preferred Hours	Comments	Response
			<p>chance.</p> <p>Last time similar proposals were put forward they were overturned.</p> <p>Feels like proposals are first step towards 24hr parking fees.</p>	<p>do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.</p> <p>There are currently no proposals to introduce parking charges on-street for 24hrs.</p>
75	Resident, City Centre Councillor		<p>Recognises increased traffic and congestion in city centre.</p> <p>Many residents have reported difficulties parking close to property.</p> <p>Changes must not disadvantage residents and new resident and visitor permit scheme needs to be introduced to be more flexible and meet the needs of residents.</p> <p>Proposals for new scheme need to be forthcoming as soon as possible.</p> <p>Wants to ensure visitors on a Sunday are not deterred by changes to existing arrangements.</p>	<p>A review of the on-street residents parking scheme is being undertaken with a view to providing more flexible arrangements. Further details will be publicised after consultation with residents and other interested parties, and once the proposals have been finalised. This will possibly include increasing the availability of visitor permits on Sundays.</p>

Ref	Type of user	Preferred Hours	Comments	Response
			Wants officers to work with NCP on proposals for a parking scheme for visitors to the city centre using local businesses.	
76	Manchester China Town Action Group	No change	<p>Unanimous vote to lodge the strongest possible protest.</p> <p>Quotes previous press release from Cllr Swannick withdrawing similar proposals in 2007.</p> <p>Frustrated that whilst MCTAG have been working closely with bodies to regenerate China Town, they have been punished by this proposal.</p> <p>Will have a detrimental effect on local business.</p>	Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.
77	Halle Concerts Society	No change	<p>Proposals will have a detrimental effect on organisations.</p> <p>Customers already complain that Manchester is a difficult and expensive place to access.</p> <p>Not all customers can use public transport due to late finish of performances, although organisation does encourage its use when possible.</p>	Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.

Ref	Type of user	Preferred Hours	Comments	Response
			<p>Believes changes will result in customers not visiting Manchester at all as a consequence of changes.</p> <p>Already at a disadvantage to Lowry and changes will make disparity significantly greater.</p>	<p>Through the Greater Manchester Transport Fund, significant investment is being made to improve the tram and bus network. New tram lines are under construction to Chorlton, Manchester Airport, Ashton-Under-Lyne, East Didsbury and Oldham and Rochdale town Centres. When these are complete it will provide Manchester with the largest tram network in the UK. Transport for Greater Manchester also operates an extensive bus timetable to other parts of the city.</p>
78	Business	No change	<p>Collected over 4000 signatures approx 4 years ago opposing similar proposals.</p> <p>Will have a detrimental effect on local business.</p> <p>Will result in people visiting other locations, such as Trafford Centre.</p>	<p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.</p>
79	Resident	7am-7pm	<p>Free evening and Sunday parking is a draw to the city and changing this will encourage more people to park out of town.</p> <p>Wished to ensure on-street residents parking scheme is competitively</p>	<p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre.</p>

Ref	Type of user	Preferred Hours	Comments	Response
			<p>priced - £20/month increase in Zone B is too much.</p> <p>Should give residents the option to purchase (for a reduced fee) that can be used a finite number of times to accommodate a visitor over the weekend.</p>	<p>The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.</p> <p>A review of the on-street residents parking scheme is being undertaken with a view to providing more flexible arrangements. Further details will be publicised after consultation with residents and other interested parties, and once the proposals have been finalised. This will possibly include increasing the availability of visitor permits on Sundays.</p>
80	Resident	7am-7pm	Needs an improved residents parking scheme so residents can park near their apartment at any time of the day.	A review of the on-street residents parking scheme is being undertaken with a view to providing more flexible arrangements. Further details will be publicised after consultation with residents and other interested parties, and once the proposals have been finalised. This will possibly include increasing the availability of visitor permits on Sundays.
81	Business	No change	<p>Collected over 4000 signatures approx 4 years ago opposing similar proposals.</p> <p>Will have a severely detrimental effect on local business and people who wish to dine and meet in the City Centre.</p>	<p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre.</p> <p>The nature and mix of the shopping and other</p>

Ref	Type of user	Preferred Hours	Comments	Response
			<p>Already suffering financial difficulty without the imposition of new parking charges.</p> <p>Some businesses are already considering moving away from the City Centre.</p> <p>Family gatherings on a Sunday could become less frequent.</p> <p>Chinese Language School is already visited by hundreds of children on a Sunday who rely on parents to pick up and drop off.</p>	<p>facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.</p> <p>Over recent years demand for parking in the City Centre has increased on Sundays. Additionally, surveys have indicated that the length of stay in on-street parking places increases dramatically on Sundays. The longer stay parking makes it difficult to find an on street parking space during these times and as such more vehicles are having to park on single yellow lines.</p> <p>Given the increased activity on Sundays, traffic flows are such that vehicles parked on single yellow lines can cause obstructions to traffic which results in congestion and delay. Introducing parking charges on a Sunday will increase the availability of spaces making it easier for residents and their visitors to find a space close to their destination. This also applies to visitors to the Chinese Language School.</p> <p>A review of the on-street residents parking scheme is being undertaken with a view to providing more flexible arrangements. Further details will be publicised after consultation with residents and other interested parties, and once the proposals have been finalised. This will</p>

Ref	Type of user	Preferred Hours	Comments	Response
				possibly include increasing the availability of visitor permits on Sundays.
82	Greater Manchester Cycling Campaign		No objection to proposals	Noted
83	Manchester Friends of the Earth / Love Your Bike	8am-8pm (though 7am-8pm is preferable)	<p>Supports extension of car parking charging hours and Sunday charges.</p> <p>Urges MCC to direct some additional car parking revenue to cycle and walking schemes such as adult cycle training, cycle routes and working with businesses to encourage staff to walk or cycle.</p> <p>Believes that allowing car parking provision to grow sends wrong message to visitors – that it is acceptable for everyone to continue driving to city centre and this is not compatible with meeting stated CO2 reduction targets.</p> <p>Believes on-street parking should be reduced year on year as this diminishes experience of cyclists and pedestrians and impedes the flow of public transport.</p> <p>Notes that Traffic Management Act</p>	<p>Whilst generation of revenue is not the reason for introducing the price rise there is potential for increased revenue as a result of this proposal. Any additional revenue is ring fenced and any surplus may only be used for the purposes permitted by Section 55 of the Road Traffic Regulation Act 1984. This includes provision of public transport services, road improvements or to fund local environmental improvements.</p>

Ref	Type of user	Preferred Hours	Comments	Response
			<p>2004 states that surplus income from parking charges or penalty notices should be used in the provision of public transport services, road improvements or local environmental improvements.</p> <p>Believes that using some of surplus revenue to make cycling and walking improvements would make changes more palatable.</p>	
84	Work in the City Centre	9am-6pm	<p>9am-6pm is consistent with office hours.</p> <p>Longer hours are killing the service industry.</p> <p>Changes hours won't increase income to the Town Hall.</p>	<p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.</p>
85	Resident	No change	<p>Proposals are only designed to raise revenue.</p> <p>Charges are already so high that hardly any bays along respondent's road are used.</p>	<p>The reason for making the proposed changes is to reduce city centre congestion making it easier for shoppers and visitors to find a short-stay, on-street parking place close to their destination. Whilst generation of revenue is not the reason for introducing the price rise there is potential for increased revenue as a result of this proposal.</p>

Ref	Type of user	Preferred Hours	Comments	Response
			<p>Many residents leave for work by 8am and return after 6pm – will severely disadvantage these residents.</p> <p>Proposals are a ploy to extract cash through huge CPZ charges or residents permits.</p>	<p>Any additional revenue is ring fenced and any surplus may only be used for the purposes permitted by Section 55 of the Road Traffic Regulation Act 1984.</p> <p>A review of the on-street residents parking scheme is being undertaken with a view to providing more flexible arrangements. Further details will be publicised after consultation with residents and other interested parties, and once the proposals have been finalised. This will possibly include increasing the availability of visitor permits on Sundays.</p>
86	Business, Work in the City Centre, Resident	No change	<p>China Town businesses are already struggling.</p> <p>Will result in people visiting other locations, such as Trafford Centre.</p>	<p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.</p>
87	Resident	Monday-Sunday 8am-6pm	<p>Charges should not start at 7am as this will really affect local residents.</p> <p>Friends / partners who stay over during the week often stay over during</p>	<p>A review of the on-street residents parking scheme is being undertaken with a view to providing more flexible arrangements. Further details will be publicised after consultation with residents and other interested parties, and once</p>

Ref	Type of user	Preferred Hours	Comments	Response
			<p>the week and have opportunity to leave before 8am whereas 7am is unreasonably early.</p> <p>Can understand introducing charges on a Sunday.</p>	<p>the proposals have been finalised. This will possibly include increasing the availability of visitor permits on Sundays and the hours of operation for the residents parking scheme.</p>
88	Resident	8am-8pm	<p>Update residents parking scheme to include free Sunday parking if charges are introduced on a Sunday.</p>	<p>A review of the on-street residents parking scheme is being undertaken with a view to providing more flexible arrangements. Further details will be publicised after consultation with residents and other interested parties, and once the proposals have been finalised. This will possibly include increasing the availability of visitor permits on Sundays and the hours of operation for the residents parking scheme</p>
89		7am-7pm	<p>Delighted about introduction 7am-7pm seven days a week parking charges.</p> <p>Car drivers should be made to pay for pollution.</p> <p>By discouraging drivers from coming to Manchester businesses will learn to respect cyclists, and provide more pavement cafes and free cycling bays.</p>	<p>Noted</p>
90	Lesbian and Gay Community Resource Centre	No change	<p>Concerned about impact of parking charge and fines 7 days a week.</p> <p>Unfunded voluntary and community groups use premises in the early evenings and weekends and imposing</p>	<p>In order for on street parking to fulfil this role it is important that there is a regular turnover of parking bays. The availability of on street spaces is important to ensure that motorists don't have to tour around the area in order to find a space, adding to congestion in the city centre. To meet</p>

Ref	Type of user	Preferred Hours	Comments	Response
			<p>charges and fines on users may have a significant detrimental affect to the lesbian, gay, bisexual and trans community.</p> <p>Lesbian and Gay Foundation oppose the proposed changes.</p>	<p>this objective it is considered necessary to introduce weekend and evening charges.</p>
91	Greater Manchester Chamber of Commerce		<p>Feedback is largely negative and concern over impact of the proposals on the economy of the city, particularly with Sunday charging.</p> <p>Proposals do not refer to improving local economy, business operations of ease of access for the workforce and urge MCC to look at proposals with more business focussed aims.</p> <p>Concerned what impact of changes will have on evening economy and major cultural institutions and would recommend charges are not extended beyond 7pm.</p> <p>Feedback suggests that economy and consumer may not be strong enough to cope with a new additional cost on Sundays.</p> <p>Believes that twelve hour Sunday charging period is excessive. With</p>	<p>Evidence suggests that many people would not be deterred from coming to the City Centre to visit or shop by the proposed charge on Sundays or during the evenings. Out of town retail outlets do offer free car parking, but this is the case throughout the week and on Saturdays when there are charges operating in the City Centre. The nature and mix of the shopping and other facilities on offer in Manchester is often different to those on offer in out of town retail developments, which would continue to make Manchester an attractive location to shoppers and other visitors despite the proposed charges.</p> <p>Given the increased activity on Sundays, traffic flows are such that vehicles parked on single yellow lines can cause obstructions to traffic which results in congestion and delay. Introducing parking charges on a Sunday will increase the availability of spaces making it easier for residents and their visitors to find a space close to their destination.</p> <p>It is anticipated that introducing pay and display</p>

Ref	Type of user	Preferred Hours	Comments	Response
			<p>most stores operating for only 6 hours and many businesses closed, such an extensive charging period on a Sunday does not seem justified on traffic grounds.</p> <p>Proposals to increase the timings for on-street parking from 15mins to 30 mins may prove beneficial. However it is unclear how this will impact on overall cost of parking and whether users will now have to pay double for the extended time.</p>	<p>charges on Sundays and other changes to the parking operation will improve the turnover of on-street spaces in the city centre, therefore increasing parking availability close to businesses.</p> <p>Survey data shows parking levels rise significantly from 8am-10am, and continue to rise until midday parking is close to capacity. Whilst the number of parked vehicles begins to fall after 12pm, they do not reach 9am levels until 7pm</p> <p>Tariff changes will mean that motorist will have to pay for a minimum of 30 minutes.</p> <p>Should the proposals be approved and implemented, the impact of the parking measures will be the subject of regular reviews going forward.</p>
92	Greater Manchester Police		<p>Parking may be displaced to quieter roads outside the city centre which do not have CCTV, which MAY present a risk for increased vehicle crime.</p>	<p>Consider that the changes will not significantly displace parking into other areas. We believe most motorists will choose to park in off-street car parks and not out of town locations. It is considered that those who choose to park in the city centre during extended hours do so for convenience, meaning they are more likely to transfer to local car parks. MCC will continue to work with GMP to review any possible impact regarding vehicle displacement and crime.</p>
93	Cityco		<p>"We're pleased with the final proposals for the extended hours of</p>	<p>Noted</p>

Ref	Type of user	Preferred Hours	Comments	Response
			<p>the CPZ. We believe it will encourage more short-term use of on-street parking in the city centre, thereby reducing congestion, while the extension of loading bay controls to reflect the new hours will ensure businesses that are increasingly operating into the evening will be able to service their needs. Concerns were expressed when similar parking controls were introduced on Saturdays, but this is now the busiest shopping day”</p>	

**APPENDIX B – PLAN OF CITY CENTRE CPZ**

