

# **Central Ladywood Parking Consultation Response 2015**

**CA-02393  
Birmingham City Council**



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**Ladywood is located in the heart of Birmingham where demand for parking is high due to its close proximity to Birmingham's Broad Street, Barclaycard Arena and City Centre. Consultation has been carried out on proposals for the area with the intention of finding a solution to help manage parking.**

### Quality information

Document name	Ref	Prepared for	Prepared by	Date	Reviewed by
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### Revision history

Revision	Revision date	Details	Name	Position
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## Contents

<b>Background</b> .....	<b>8</b>
Introduction .....	8
Objective .....	8
Stage 1 Consultation .....	9
Methodology .....	12
<b>2015 Consultation</b> .....	<b>12</b>
Response Rate .....	12
Breakdown of Responses .....	13
<b>Conclusion</b> .....	<b>21</b>
Summary .....	21
Moving Forward .....	21

## Appendices

Consultation Drawings .....	A
Scheme Leaflet .....	B
Consultation Questionnaire .....	C
Summary of Responses .....	D





**Background**

**01**

# Background

The CPZ programme seeks to assess the need for and feasibility of introducing area-wide parking controls to help address reported parking problems

## Introduction

Consultation on a programme for the development of Controlled Parking Zones (CPZs) across the city was undertaken in 2010. A priority ranked list of areas was developed identifying areas where further work was to be undertaken; Westside (incorporating Central Ladywood and St Mark's areas) was one of the priorities identified.

Initial public consultation was carried out in the Central Ladywood area in 2013. Birmingham City Council (BCC) worked with Atkins, its consultants at the time, and this became known as the Stage 1 consultation phase. At the time around 76% of respondents said they would be supportive of a permit scheme and other controls suggested across the area.

The outcome of the Stage 1 consultation provided some justification for the development of parking proposals. However, the Council was not able to continue at the time due to the availability of resources and the prioritisation of other highway schemes across the City.

In 2015 BCC was able to revisit parking proposals in Ladywood. It was decided it would be appropriate to carry out further informal consultation to understand what people who visit, live and work in Ladywood think about the current parking situation and what proposals they would like to see.

AECOM was commissioned by BCC to support them in managing the second consultation stage proposing parking controls in and around the Ladywood area.



## Objective

The proposed measures seek to improve parking around the Central Ladywood area. Currently the lack of control allows for all day commuter and event parking. This situation creates difficulties for residents and visitors alike.

The purpose of the scheme is to enable priority for local residents, where appropriate, whilst ensuring that sufficient parking remains available for visitors and some local workers through better parking management.

The aim of parking measures is to help make the community a more desirable place to live, work and visit. Additionally, the project seeks to assist in promoting sustainable transport by increasing the attractiveness of public transport, cycling and walking as a travel choice, contributing towards improving health, the environment, reducing car usage and providing better access for people without access to a car.

This report outlines the results of the Stage 2 consultation and the methodology used to encourage engagement with the local community.



## Stage 1 Consultation

The key findings of the Stage 1 consultation carried out in 2013 are summarised below:

- 2,100 leaflets were distributed, 219 questionnaires were returned with an overall response rate of approximately 10%.
- 86% of residents who answered the questionnaire believed parking was a problem in their area. Of those, 76% said they would be in favour of parking controls being introduced to their area.
- 95% of respondents agreed with time restrictions being applied Monday to Friday; 47% agreed that Monday to Saturday would also be suitable and 35% suggested restrictions seven days a week.
- 76% of respondents thought the restrictions should apply 8am to 6pm; 34% thought 8am to 10pm was required.

Overall, there was support for a scheme found across the entire area. Some general issues were raised as follows:

- There were some fears that the scheme would not work due to lack of **enforcement**. This seemed to be based on a perception that current restrictions are not enforced.
- Respondents generally agreed that the **permits should be free of charge** or low cost and some expressed concern about the number of permits that might need to be purchased per household.
- Providing **permits for visitors and carers** were highlighted as key issues. Residents had questions about how the permit scheme would work and what it might ultimately cost them.
- There was some uncertainty over the requirement to buy permits for **off-street car parks** which may have encouraged a negative response in some cases. Others claim that commuters already park in these areas free of charge.

- Some residents raised the issue of damage to their off-street parking facility, suggesting commuters are choosing to park where barriers or bollards have been **removed or vandalised**.
- A number of residents expressed concern about **illegal and inappropriate parking**. This included blocking driveways, limiting access for emergency vehicles, restricting visibility at junctions and parking on footpaths.
- There were discussions held regarding how the scheme could effectively manage event parking for the **Barclaycard Arena** (formally National Indoor Arena) and ensure adequate space remains available for local people.

All feedback from the Stage 1 consultation was reviewed in detail and some amendments made prior to the next stage. Specific local issues noted by AECOM were as follows:

- **Ledbury Close:** residents expressed concerns about the extent of existing yellow lines limiting parking.
- **Rann Close:** largely not in favour of a permit scheme, although did demonstrate frustration over the lack of current parking space for residents.
- **Grosvenor Street West / Sheepcote Street:** respondents seemed unhappy about inconsiderate parking by commuters and other visitors to destinations outside the Ladywood area. It was suggested that large gaps between parked cars reduce available space.
- **Great Tindal Street / Ashton Croft:** generally low levels of support for parking controls.
- **Canal Square/ Morville Street:** it was commented that there is ongoing abuse of current parking restrictions in the vicinity.
- **Broadfield Walk / Essington Street / Morville Street:** claims that commuters currently park in off-street parking areas meant for resident parking. Reports that barriers were repeatedly vandalised and eventually not replaced.

76% of the responses to the Stage 1 consultation were in favour of restrictions.

219 responses were received in 2013; an overall response rate of 10%.





**2015 Consultation**

**02**

# 2015 Consultation

## Methodology

The Stage 2 consultation began on Monday 2<sup>nd</sup> November 2015 and was set to run for six weeks until Friday 11<sup>th</sup> December 2015.

A glossy leaflet was hand delivered to all residential and business properties across the area, along with a questionnaire and high level drawings indicating what the scheme could look like.

The preliminary drawings can be found at **Appendix A**. A copy of the leaflet and questionnaire circulated to residents and businesses can be found at **Appendix B and C** respectively.

The leaflet set out why the consultation was taking place, how a CPZ might work and the general cost of resident and business permits for the purposes of informal consultation.

The consultation documents included contact details and a web address for additional information including a link to an online survey via BCC's BeHeard service. A QR code was provided for easy smart phone access to the website and people further encouraged to take part through the use of social media.

Nine key local centres within the target area, including churches, the school, the Community and Health and Family Centre, were each provided with a consultation pack for the attention of its employees and the visiting public. Packs included copies of the questionnaire, leaflets and plans, in addition to posters for display.



**169 responses were received in 2015; an overall response rate of 7.1%.**

BCC officers and AECOM kept in regular contact with Ward Members throughout the consultation and a public meeting was arranged for 30<sup>th</sup> November 2015. Members sent invitations to all local properties encouraging people to attend to ask questions about the consultation and voice any concerns about the proposals.

BCC Housing Services also attended the public meeting due to the number of car parks and other paved areas managed by them across the Central Ladywood area. The permit scheme proposed would only apply to highway maintainable at public expense (HMPE). Housing officers attended the meeting to gather feedback and to guide internal discussions about the potential inclusion of non-HMPE land.

To date there has been no decision regarding non-HMPE car parking nor any consultation carried out with its inclusion in mind. This report details the outcome of consultation carried out on current proposals which exclusively apply to the public highway.

## Response Rate

In total 2380 consultation packs were hand delivered to residents and businesses within the target area at the beginning of November.

The scheme plans shown in **Appendix A** confirm the extent of the consultation area. Residents of Kilby Avenue and Lighthorne Avenue were also included in the Stage 2 consultation.

At the end of this consultation period a total of 169 responses had been received. The Stage 2 consultation achieved a 7.1% response rate.

# Breakdown of Responses

A summary of responses received through the Stage 2 consultation is provided in **Appendix D**. This section provides analysis of the responses to each question asked and sets out some of the key themes identified.

## Question 1: Personal Details

Everyone who responded to the questionnaire, a total of 169, provided an address or postcode allowing AECOM to determine the specific location of respondents.

This enabled comments to be broken down by road to identify those roads or parts of roads with a majority in favour, and see where reasonable amendments could be made in order to gain support.

## Question 2: Personal Interest

Respondents were asked to specify whether they were a resident owning or renting a property within the area, a landlord not living at the property, an employer with premises in the area or an individual working within Central Ladywood.

95% of those who responded to the consultation were found to be residents of the area, with only 2% of responses from landlords with properties in the area.

3% of responses were submitted by an employer with premises in the area and no one identified themselves as an individual working with in the area.

“

My only concern would be the knock-on effect this has for off-street and private parking areas.

A resident of Bellcroft.

”

“

Should have been done a long time ago. Hope it gets sorted very soon.

A resident of Grosvenor Street West.

”

## Question 3: Blue Badge Holders

The 2015 consultation documents advised that all white advisory disabled bays would need to be removed to allow for implementation of a permit scheme. Within the leaflet, it detailed that the first permit for Blue Badge Holders would be provided free of charge and carers would be able to purchase a permit under the BCC scheme.

Local Blue Badge Holders were asked to identify themselves in order to help BCC understand how many could be affected by a permit scheme.

In total nine local people stated that they had a Blue Badge. The majority of individuals with Blue Badges appear to live in zones 1 and 2 on roads including Guild Close, Rann Close, Rodney Close and Rushton Street.





When we come back from work there is no space to park our car whether day or night.

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A resident of Lighthorne Avenue.

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#### Question 4: Residents of Kilby Avenue and Lighthorne Avenue

Proposals were developed following the Stage 1 consultation to replace limited waiting restrictions with an additional length of no waiting on entry to Lighthorne Avenue with the aim of helping to discourage all day commuter parking and event parking into the estate.

On the whole, the general view of 12 respondents was positive towards the proposed change with 67% in favour of extending the no waiting restriction and a further 17% not sure or with no opinion either way.

One resident of Lighthorne Avenue said they would not support the proposal shown but suggested enforcing a time limit instead to help prevent all day parking whilst providing space for genuine visitors. Another provided no answer.

Residents commented that the existing restrictions in place are not adhered to and commuters currently park all day. Reports suggest that the parking situation is getting worse and there are calls for parking to be addressed on both Kilby and Lighthorne Avenue in addition to the proposal.

When asked if they were satisfied with the scheme as a whole, two (17%) said no with one suggesting an alternative proposal and another concerned that businesses would be able to buy permits to park on these roads. Half said they were satisfied on the whole and a further 33% did not know or had no opinion on the wider CPZ scheme.

#### Question 5: Are you satisfied with the proposed scheme as shown?

In 2013 76% of people stated that they would be supportive of a permit scheme and other parking controls across the area based on the information provided at the time.

Following distribution of additional information about how the scheme may operate and plans demonstrating what the scheme could look like 91 of the total 169 respondents (54%) said they were wholly satisfied with the proposals as shown, with some suggesting possible alternatives.

20 respondents (12%) said they did not know or had no particular opinion either way.

A total of 58 (34% of the total number of respondents) stated that they did not agree with the proposals that had been suggested. Of those 58, 11 (19%) confirmed their objection to the scheme largely on the basis of need and a further 15 (26%) were not in favour due to the cost of the permit scheme.

Six (10%) of these respondents were not happy with the proposals shown due to concerns about displaced parking into private parking areas or cul-de-sacs not included in the scheme. A further 2 (4%) did not provide a related comment and, as a result, these responses must also be considered an objection.

Of those 58 respondents who said they were not satisfied with the scheme proposed, 24 (41%) provided comments requesting changes or alternatives indicating that they would be in favour subject to various amendments to the proposals or to the BCC permit scheme.

The number of outright objections to the proposals following the Stage 2 consultation, therefore, stands at 34 (20%) of the total 169 responses received.

A full breakdown of these responses by road is provided in **Appendix D**.



## Half the underground car parks on the Jupiter complex are empty.

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A resident of Sherborne Street.



By breaking down the responses on a road by road basis AECOM has been able to identify which roads were mostly in favour, those which were not and the roads which had a fairly even split of opinion.

This also allowed identification of changes or omissions local people have suggested for each road or locality. The key themes coming out of this analysis are as follows:

- 62 residents of the **Jupiter Apartment Complex** accessed via Canal Square, Morville Street, Ryland Street and Sherborne Street responded, with 66% (41) supportive of the proposals but many stating concerns about how the scheme would work and what it may cost. Jupiter residents suggest that there is a need for additional loading areas due to the high turnover of residents and available space should be maximised for resident permits only whilst ensuring access is maintained around the complex.
- It was perceived that the parallel bays proposed along **Sherborne Street** would not provide as many spaces as the current informal echelon parking, making it more difficult to find a space.
- 13 residents of the **Watermarque** building on Browning Street responded, with seven (54%) supportive of proposals. Those who were not satisfied with the measures were largely concerned with the potential loss of spaces on Browning Street and the lack of provision for loading.
- 13 residents of **King Edwards Wharf** primarily accessed via Browning Street and Sheepcote Street also had split views with seven (54%) in support, five not satisfied with the measures proposed and one with no opinion either way. Those not in favour largely seem to prefer things left as they are.
- A total of 12 residents of **Kilby Avenue and Lighthorne Avenue** responded to the consultation as set out in the analysis of question 4.
- Responses from elsewhere in **Central Ladywood** were relatively spread out across the area with only a few trends to note as follows.
- 15 residents of **Rodney Close** did respond with seven (47%) supportive of proposals and a further four (27%) not sure or with no opinion. Of those not satisfied with the proposals, two suggested alternative times of restriction and the remaining two objected on the basis of cost.
- Nine residents of **Guild Close** responded with four (44%) satisfied with proposals. Of the five (56%) respondents not happy with the proposals two objected to the cost, one asked for parking to remain as it is, another requested that BCC provide driveways to enable off-street parking and the remaining provided no suggestion.
- There was little support found for restrictions from those living or working on **Ruston Street**. 71% (five) of those who responded said that they did not want the scheme to go ahead largely as they felt that they should not have to pay to park on-street. Representatives of The Vine Public House met with BCC officers to discuss their concerns that the scheme would damage the business which relies on free local parking.
- Two residents of **Ledbury Close** seemed to suggest that they may be in support if the proposed limited waiting bay was omitted and the full length included in a resident permit zone. The view was that space on Ledbury Close should be maximised for resident use as the Community Centre and local shops have under-utilised parking to the front and rear.
- Residents from across the Central Ladywood area suggest variable **days and times of restriction**. A full breakdown of these responses is provided in the analysis of question 6.
- Additional comments are broken down in the analysis of question 9.



## Charges for resident visitor passes are too high.

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A resident of Browning Street.



## Question 6: Times of Restriction

The questionnaire suggested that the permit scheme could operate at all times following a review of feedback from the Stage 1 consultation and consideration of proximity to the City Centre. This was intended to be a starting point for discussion; the local community was asked to consider what was appropriate and make suggestions for any alternative hours of restriction.

100 respondents (59%) suggested that they were happy with the hours of operation proposed on the questionnaire and a further 20 (12%) did not know or had no opinion either way. 6 (4%) respondents provided no answer to this particular question.

The remaining 43 (25%) said that they were not happy with the proposed times, with 22 of these (51%) suggesting alternative days and / or hours, eight (19%) confirming their objection to the scheme and 13 (30%) providing no comment.

There were several key issues raised regarding the times of any restriction and a number of alternatives were put forward by respondents. Feedback was fairly consistent across the target area; however, AECOM has been able to identify key local issues and preferences as set out below:

- Of the 22 responses requesting an alternative, 86% felt that the scheme should operate during office hours only or stated Monday to Friday. Many suggested this would prevent commuters parking all day but would allow residents and their visitors to park for free in the evenings and at weekends. This view was most commonly put forward by residents of roads close to or adjoining Broad Street such as **Ryland Street**.
- Of the remaining 21 responses who said they were not happy with the proposed times, eight left a comment confirming that they did not want the scheme to be implemented at any time. These objections were largely from residents who live at **King Edwards Wharf** and the **Jupiter Complex** on the belief that the measures would be unfair for residents and their visitors.
- One respondent specifically asked for the scheme to operate outside of usual office hours and two others suggested **Monday to Saturday** with the view that parking is never an issue on Sunday.



The sooner the better, the parking issue is getting out of hand.

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A resident of Rodney Close.

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## Question 7: Possible Number of Permits

The local community was asked to indicate the type and number of permits they might be interested in purchasing should the scheme go ahead.

42% stated they would likely buy one resident permit, with an additional 17% stating two permits and around 3% three or more permits. A total of 20% said they would not require a permit at this stage and the remaining respondents did not provide an answer to this question.

With regards to business permits, only 3% suggested they would apply for one or more permit. This is likely due to the lack of businesses located within the target area consulted. Some employers stated both resident and business permits.

Looking at the results it is difficult to draw any conclusions regarding how many resident and business permits would be purchased if a scheme is implemented in future.

Should the permit scheme go forward in any form, all those affected would need to decide how many permits they would like. The alternative is that they would not legally be able to park on the public highway. However, as it stands this is a hypothetical question.

The sample response simply provides a better indication of the proportion of permits residents, employees and businesses might apply for.





### Question 8: Business Parking

Of those who indicated that they would be likely to apply for one or more business permits only two advised that their establishment provides some level of off-street parking.

Sport 4 Life, a charity located on Ledsam Street, stated that they currently have an arrangement in place whereby they pay for some parking spaces on the premises on the proviso that some members of staff park on-street. They are concerned that if the permit scheme were to go in, they would have to pay for more parking which would result in increased overheads and decreased resources for direct delivery.

The second business which stated they had off-street was Maguire Jackson located on Sheepcote Street. However, they did not provide details of how many spaces they have and whether all their employees have access to an off-street space.

Other businesses in the area suggested that they did not have any off-street parking. These included The Vine public house and Grosvenor Rice Co. café bar and restaurant. Another, CC Kat Aesthetics on Sherborne Street, did not appear to take part in the consultation although made AECOM aware that they had an arrangement in place for off-street parking nearby.



**Our pub depends on free local parking.**

The Vine Public House, Ruston Street.



### Question 9: Comments and Suggestions

All of the additional comments and suggestions made have been analysed and interrogated for key themes. In total 100 respondents (59%) submitted further thoughts, with many of these providing more than one comment on a separate subject.

There were several key issues for consideration raised throughout, as follows:

- A total of 24% used this section to reiterate suggested changes which could be made to the scheme to increase support for proposals.
- Around 16% of all respondents reaffirmed that they were not willing to or should not have to pay for a parking permit. This often led to a suggestion that resident and visitor permits should be free of charge; or at least the first permit.
- 14% of those who commented spoke of support for the scheme and their relief that BCC had started looking at proposals again. On the other hand 3% confirmed that they did not want the scheme to be implemented in any form.
- 14% of the comments asked questions about the scheme and how it might work.
- 10% of the respondents commented about their parking experiences and clarified why they are for or against restrictions on this basis. This has helped AECOM to understand more about current local issues within the area.
- Some 4% of comments reiterated thoughts on proposed times of restrictions, as set out in the analysis of question 6.
- 6% feared that the scheme would not create enough spaces for the amount of residents in the area, resulting in an exacerbated parking problem. A further 1% of all comments expressed general concern that the scheme would cause more issues than the current situation.
- Due the perception of a lack of enforcement in the area, 4% of those who responded requested that there be regular enforcement if the scheme goes ahead.
- There are numerous off-street parking areas not included within the current scheme proposals, many of which managed by BCC Housing Services. 3% of respondents noted concern that the scheme would encourage more non-residents to park in these locations.

- Although the majority of responses were from residents of the area, 3% of comments felt that the proposals are unfair to local employees and businesses.
- Some stated that the scheme would have a negative impact on their business as customers would not be able to park nearby or would be willing to pay to park.
- A further 3% felt that the scheme would create significant issues for their visitors, with one respondent suggesting that they would not be able to have visitors at short notice if a permit scheme was to go ahead.
- 2% did not make recommendations relating to parking restrictions but instead referred to proposals for a 20mph speed limit.
- 1% of comments expressed concern that some residents may sell passes to non-residents.
- Representatives of Jupiter House residents met with BCC officers during the consultation phase to discuss concerns about the design of the scheme shown on the indicative plans and a number of suggestions were made should the scheme proceed to a detailed design stage.



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“

*I don't want to have to pay to park my car!*

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*A resident of Morville Street.*

”

**Residents report  
problems with parking  
across Central  
Ladywood although the  
overwhelming view is  
that parking should be  
free for residents**



**Conclusion**

**03**

# Conclusion

7.1% response rate; with 54% in support of the draft proposals and a further 13% asking for changes.

## Summary

On the whole it has been found that local people both living and working in Central Ladywood have diverse views about parking, and what the Council should or should not implement.

Out of 169 respondents 91 respondents (54%) said they were wholly satisfied with the proposals as shown, with some suggesting possible alternatives. 20 respondents (12%) said they did not know or had no particular opinion either way.

A total of 58 (34% of the total number of respondents) stated that they did not agree with the proposals that had been suggested. Of those 58, 11 (19%) confirmed their objection to the scheme largely on the basis of need and a further 15 (26%) were not in favour due to the cost of the permit scheme.

Six (10%) of these respondents were not happy with the proposals shown due to concerns about displaced parking into private parking areas or cul-de-sacs not included in the scheme. A further 2 (4%) did not provide a related comment and, as a result, these responses must also be considered an objection.

Of those 58 respondents who said they were not satisfied with the scheme proposed, 24 (41%) provided comments requesting changes or alternatives indicating that they would be in favour subject to various amendments to the proposals or to the BCC permit scheme.

The number of outright objections to the proposals following the Stage 2 consultation, therefore, stands at 34 (20%) of the total 169 responses received.

Overall there seems to be some demand for parking control measures in Ladywood, however, a significant number have indicated that they do not want the scheme to be implemented as set out so far.

A large number of comments were particularly concerned about arrangements closest to Broad Street or were related to having to pay for permits to park on the public highway.

## Moving Forward

AECOM has reviewed the outcome and all of the feedback received through both informal consultation stages. This has allowed initial discussions to take place to help identify proposals that are more agreeable to the local community and those elements that may need to be altered or omitted to ease concerns.

There is an expectation that final proposals will be developed based on these findings and that any scheme is to be subjected to a formal statutory consultation stage as per the formal Traffic Regulation Order process. At that point the local community would be able to reconsider proposals and either object to or support the implementation of any parking restrictions put forward.

There are some locations where the proposals have been largely rejected by those who have responded. These are as follows:

- Five (71%) of seven responses from residents and an employer on **Ruston Street** were unsupportive of the proposals shown. The overwhelming view is that parking is not currently a problem at this location, restrictions are not needed and the scheme could have a negative impact on The Vine public house.
- Over half (57%) of those who responded from **Morville Street** were not happy with the scheme proposals, with three stating objections and another requesting a number of significant changes to the scheme.

- Of four responses from residents of **Bellcroft** 75% did not want restrictions. There are no measures proposed on Bellcroft and residents were largely concerned that restrictions placed in the surrounding area would lead to displaced parking unless additional measures were introduced in Bellcroft.
- Three residents of **Gilby Road** responded, with two (66%) not satisfied with the scheme and another neutral without comment. One resident commented that the scheme is not needed and another was particularly concerned about the potential abuse of Lincoln Tower car park.
- Two residents of Truro Tower on **Ledbury Close** responded to request additional parking space. Although both were generally unsupportive of paying for permits one resident commented that, if the scheme were to go ahead, it should include the entire length of the cul-de-sac to maximise space for residents.

There are other locations where clear support for change has been indicated though perhaps not for the proposals shown. In some of these cases, reasonable alternatives have been suggested as follows:

- 46% of 13 **Browning Street** residents and all three **Canal Square** respondents said they were not satisfied with the scheme proposed. Some of the comments suggest increasing the amount of resident parking available on Browning Street, including a limited waiting bay for loading and requests for enforcement. Several residents suggest weekday restrictions would be more agreeable.
- Residents of **King Edwards Wharf** specifically, located on Browning Street and Sheepcote Street, seemed divided with five (39%) of 13 respondents not happy with the scheme, particularly proposals to reduce parking space on Browning Street. Many respondents reported issues with parking in the area but suggested a number of alternatives to increase the availability of parking for residents and genuine visitors, including making Morville Street one-way, removing traffic calming measures and changing the road layout generally.



There are a number of design considerations to note as part of any subsequent detailed design stage and statutory advertisement process, as advised below:

- Due to the large number of **off-street and private parking areas** managed by BCC Housing Services it may be appropriate to consider the inclusion of these areas in a CPZ scheme. A number of residents have raised concern about non-resident parking in these areas and about displaced parking should the permit scheme go ahead.
- Residents of roads adjoining or closest to Broad Street and the canals appear to have concerns about parking in both **evenings and weekends** reportedly due to shoppers, workers and visitors to key local attractions such as the Barclaycard Arena. Those living furthest away seems to experience fewer issues currently and may not support extended times of restriction.
- The District Engineer recommends that, if the scheme is going to be taken forward the **hours of operation** should be similar to City Centre restrictions to ensure familiarity with the parking restrictions and to assist with enforcement of the area by the Council's Civil Enforcement officers (CEO's).
- It is also been recommended that a review into the possible areas of **vehicular displacement** take place to help determine whether additional measures are required to ensure that the displacement of parked cars does not become detrimental to highway safety.

- **Existing waiting restrictions** may need to be removed or amended in places due to potential conflict with proposed bays, such as on Grosvenor Street West which currently has a no waiting restriction in place along its southern kerblines. Safety needs to be considered at the detailed design stage to maintain visibility splay and ensure safety for non-motorised users.
- Wherever there are extant proposals to formalise parking with the introduction of marked bays, the end design must remain mindful of **passing places and access for larger or emergency vehicles**. Key examples are Sherborne Street and Grosvenor Street West where local residents have expressed concern about access and safety.
- With this in mind, residents have asked for **resident permit spaces to be maximised** wherever possible. In addition a number of residents of Jupiter, King Edwards Wharf and Watermarque apartments have asked for consideration of additional **loading bays** nearby.
- Additional roads may benefit from a **permit zone** rather than bays due to the frequency of dropped kerbs and off-street areas. This would help maximise the availability of permit parking outside of any other marked bays and minimise the need for no waiting restrictions.

## **Appendix A – Consultation Drawings**



Please refer to individual plans for each area in more detail



CLIENT



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KEY

- █ Pay by Phone Parking Only  
4 Hours Max Stay, No Return Within 1 Hour
- █ Limited Waiting  
Max Stay 1 Hour, No Return Within 1 Hour
- █ Limited Waiting  
Max Stay 3 Hour, No Return Within 1 Hour
- █ Loading Only  
Max Stay 20 Mins, No Return Within 1 Hour  
All All Times
- █ No Waiting At Any Time
- █ Resident Permit Holders Only Beyond This Point At All Times
- █ Resident Permit Holders Only Bay At All Times
- █ Resident Permit Holders Only At All Times
- █ Any Permit Holders Only Bay At All Times
- █ Car Club
- █ Existing Restrictions To Remain Unchanged
- Parking Area Off Public Highway, Not Included In Scheme

All restrictions above (unless otherwise stated) would apply during the following hours: Monday - Saturday, 8am - 6pm

All existing restrictions to remain unless stated otherwise

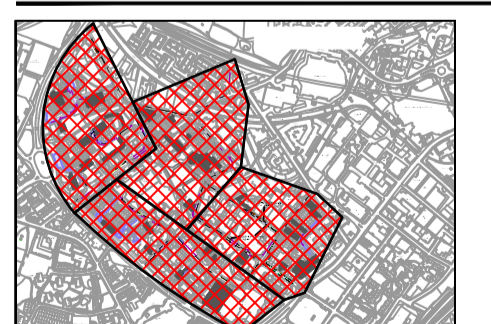
Loading bays will be restricted at all times

No waiting at any time is proposed to protect private drives and accesses in areas of high turnover

ISSUE/REVISION

I/R	DATE	DESCRIPTION
R	28/10/2015	Final
R	14/10/2015	Revision
I	22/07/2015	Draft

KEY PLAN



PROJECT NUMBER

60344727

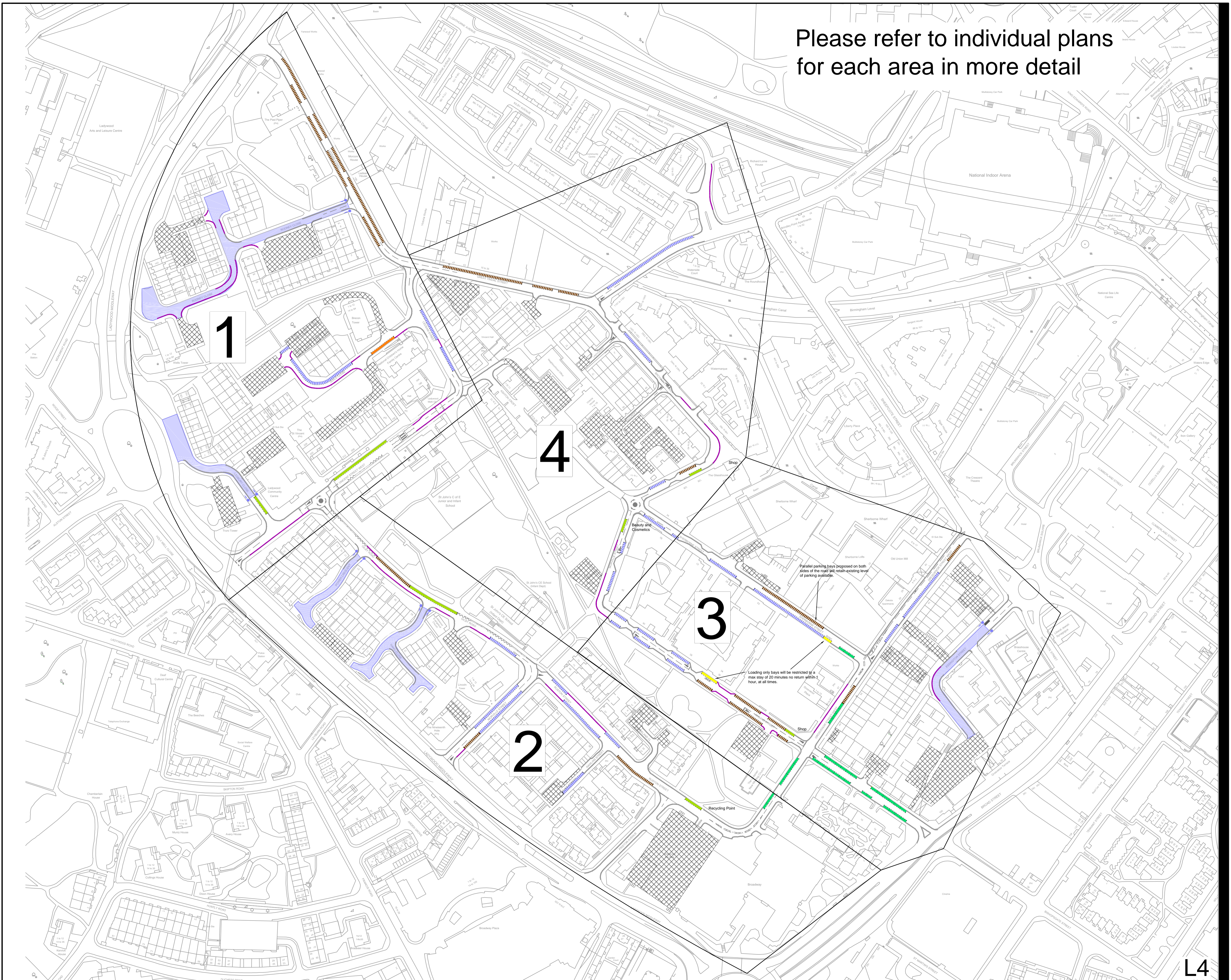
SHEET TITLE

LADYWOOD PARKING SCHEME  
OVERVIEW  
NOT TO SCALE

SHEET NUMBER

60344727-SHT-10-LW-000

L4



1

2

3

4

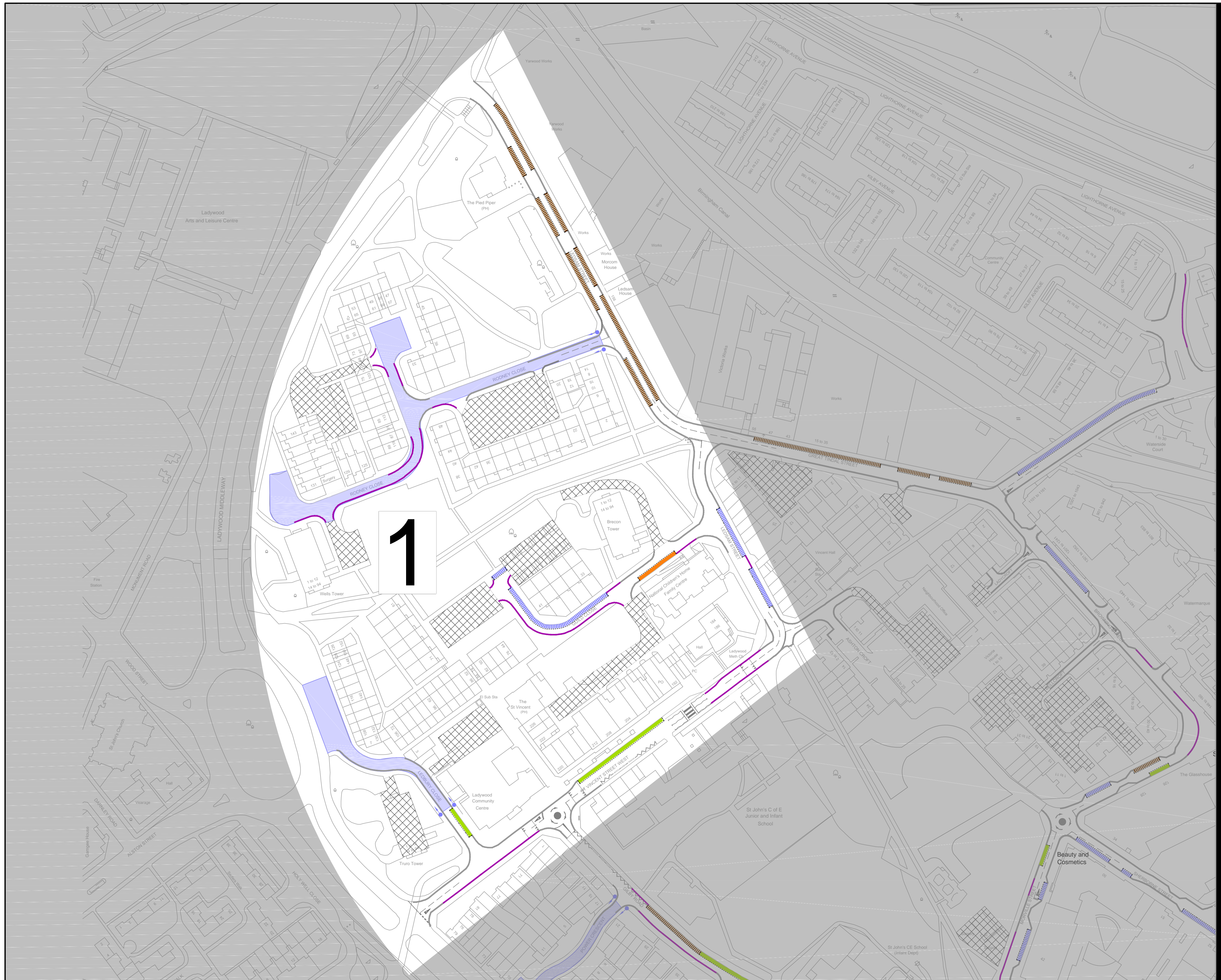
Parallel parking bays proposed on both sides of the road will reach existing level of parking available.

Loading only bays will be restricted to a max stay of 20 minutes no return within 1 hour, at all times.

Recycling Point

Shop

Shop



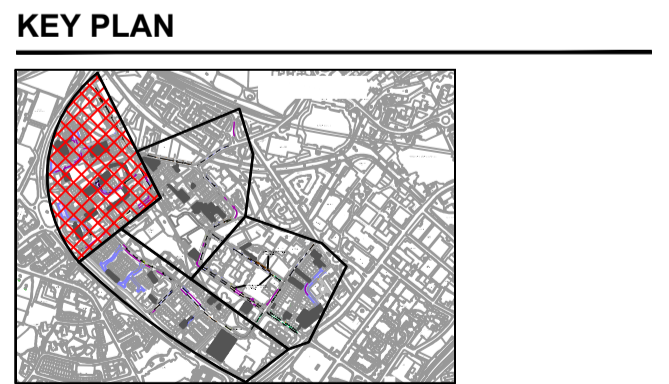
**KEY**

- Limited Waiting  
Max Stay 1 Hour, No Return Within 1 Hour
- Limited Waiting  
Max Stay 3 Hour, No Return Within 1 Hour
- No Waiting At Any Time
- Resident Permit Holders Only Beyond This Point  
At All Times
- Resident Permit Holders Only Bay  
At All Times
- Resident Permit Holders Only  
At All Times
- Any Permit Holders Only Bay  
At All Times
- Existing Restrictions To Remain Unchanged
- Parking Area Off Public Highway, Not Included In Scheme

All restrictions above (unless otherwise stated) would apply during the following hours: Monday - Saturday, 8am - 6pm  
 All existing restrictions to remain unless stated otherwise  
 No waiting at any time is proposed to protect private drives and accesses in areas of high turnover

**ISSUE/REVISION**

I/R	DATE	DESCRIPTION
R	28/10/2015	Final
R	14/10/2015	Revision
I	22/07/2015	Draft



**PROJECT NUMBER**  
 60344727

**SHEET TITLE**  
 LADYWOOD PARKING SCHEME  
 AREA 1  
 NOT TO SCALE

**SHEET NUMBER**  
 60344727-SHT-10-LW-001

**CLIENT**



**CONSULTANT**

AECOM  
 Colmore Plaza  
 Colmore Circus Queensway  
 Birmingham, B4 6A  
 (0)121 2621900 tel (0)121 2621999 fax  
 www.aecom.com

**KEY**

- █ Pay by Phone Parking Only  
4 Hours Max Stay, No Return Within 1 Hour
- █ Limited Waiting  
Max Stay 1 Hour, No Return Within 1 Hour
- █ No Waiting At Any Time
- █ Resident Permit Holders Only Beyond This Point At All Times
- ▤ Resident Permit Holders Only Bay At All Times
- █ Resident Permit Holders At All Times
- ▤ Any Permit Holders Only Bay At All Times
- ▤ Existing Restrictions To Remain Unchanged
- Parking Area Off Public Highway, Not Included In Scheme

All restrictions above (unless otherwise stated) would apply during the following hours: Monday - Saturday, 8am - 6pm

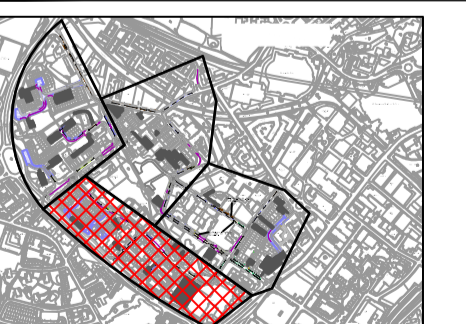
All existing restrictions to remain unless stated otherwise

No waiting at any time is proposed to protect private drives and accesses in areas of high turnover

**ISSUE/REVISION**

I/R	DATE	DESCRIPTION
R	28/10/2015	Final
R	14/10/2015	Revision
I	22/07/2015	Draft

**KEY PLAN**



**PROJECT NUMBER**

60344727

**SHEET TITLE**

LADYWOOD PARKING SCHEME  
 AREA 2  
 NOT TO SCALE

**SHEET NUMBER**

60344727-SHT-10-LW-002

# 2

Parallel parking bays proposed on both sides of the road will retain existing level of parking available.

Loading only bays will be restricted to a max stay of 20 minutes no return within 1 hour, at all times.

Recycling Point

**CLIENT**



**CONSULTANT**

AECOM  
 Colmore Plaza  
 Colmore Circus Queensway  
 Birmingham, B4 6A  
 (0)121 2621900 tel (0)121 2621999 fax  
 www.aecom.com

**KEY**

- █ Pay by Phone Parking Only  
4 Hours Max Stay, No Return Within 1 Hour
- █ Loading Only  
Max Stay 20 Mins, No Return Within 1 Hour  
At All Times
- █ Limited Waiting  
Max Stay 1 Hour, No Return Within 1 Hour
- █ No Waiting At Any Time
- █ Resident Permit Holders Only Bay  
At All Times
- █ Resident Permit Holders Only  
At All Times
- █ Any Permit Holders Only Bay  
At All Times
- █ Car Club
- █ Existing Restrictions To Remain Unchanged
- Parking Area Off Public Highway, Not Included In Scheme

All restrictions above (unless otherwise stated) would apply during the following hours: Monday - Saturday, 8am - 6pm

All existing restrictions to remain unless stated otherwise

Loading bays will be restricted at all times

No waiting at any time is proposed to protect private drives and accesses in areas of high turnover

**ISSUE/REVISION**

I/R	DATE	DESCRIPTION
R	28/10/2015	Final
R	14/10/2015	Revision
I	22/07/2015	Draft

**KEY PLAN**



**PROJECT NUMBER**

60344727

**SHEET TITLE**

LADYWOOD PARKING SCHEME  
 AREA 3  
 NOT TO SCALE

**SHEET NUMBER**

60344727-SHT-10-LW-003



**CLIENT**



**CONSULTANT**

AECOM  
 Colmore Plaza  
 Colmore Circus Queensway  
 Birmingham, B4 6A  
 (0)121 2621900 tel (0)121 2621999 fax  
 www.aecom.com

**KEY**

- No Waiting At Any Time
- Limited Waiting  
Max Stay 1 Hour, No Return Within 1 Hour
- ▨ Resident Permit Holders Only Bay  
At All Times
- ▨ Any Permit Holders Only Bay  
At All Times
- Existing Restrictions To Remain Unchanged
- Parking Area Off Public Highway, Not Included In Scheme

All restrictions above (unless otherwise stated) would apply during the following hours: Monday - Saturday, 8am - 6pm

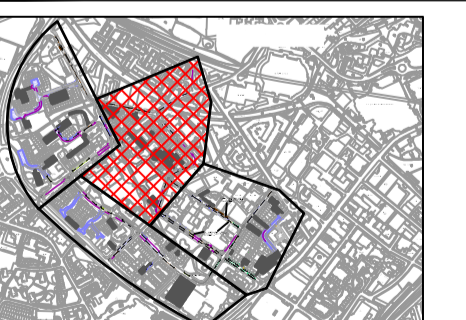
All existing restrictions to remain unless stated otherwise

No waiting at any time is proposed to protect private drives and accesses in areas of high turnover

**ISSUE/REVISION**

I/R	DATE	DESCRIPTION
R	28/10/2015	Final
R	14/10/2015	Revision
I	22/07/2015	Draft

**KEY PLAN**



**PROJECT NUMBER**

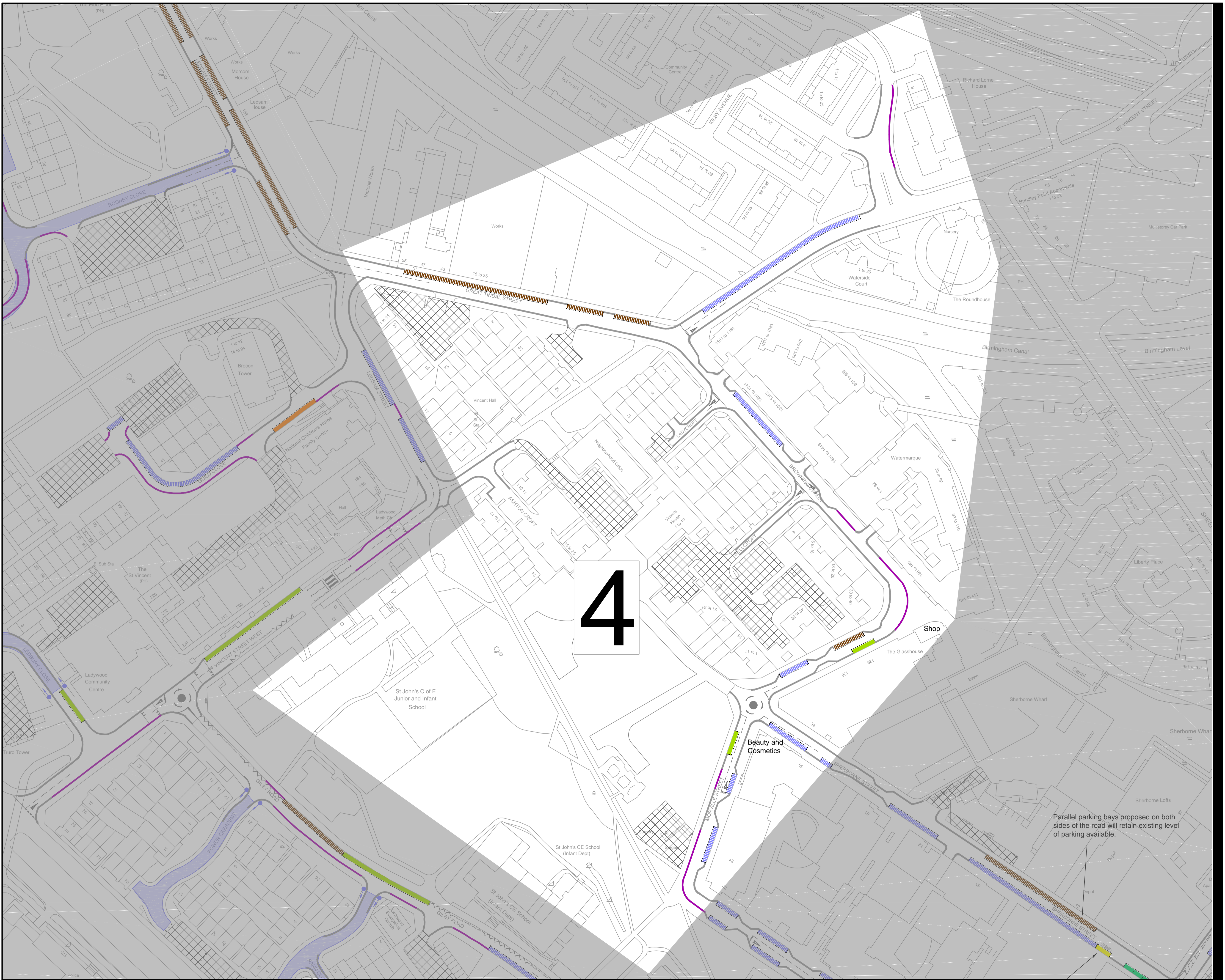
60344727

**SHEET TITLE**

LADYWOOD PARKING SCHEME  
 AREA 4  
 NOT TO SCALE

**SHEET NUMBER**

60344727-SHT-10-LW-004



Parallel parking bays proposed on both sides of the road will retain existing level of parking available.

## **Appendix B – Scheme Leaflet**

## The Proposed Scheme

The plan overleaf provides an overview of the proposed parking controls for the Ladywood area. Each of the proposed zones has been split into smaller areas to allow you to see the proposed changes on your road and immediate surrounding area in more detail.

There are four broad types of parking provision proposed:

A. Permit holders only parking: On these roads, parking bays for residents and workers permits could be provided. Visitor permits can be purchased by residents to allow parking in the permit holder bays.

B. Payment parking: In some streets close to Broad Street, visitors and shoppers might pay for parking. The parking bays could have a maximum stay period of either 2 or 4 hours to promote a turnover of vehicles and prevent vehicles from parking all day.

C. Limited waiting parking: On St Vincent Street West, Morville Street and Gilby Road a 1 hour maximum stay is proposed free of charge.

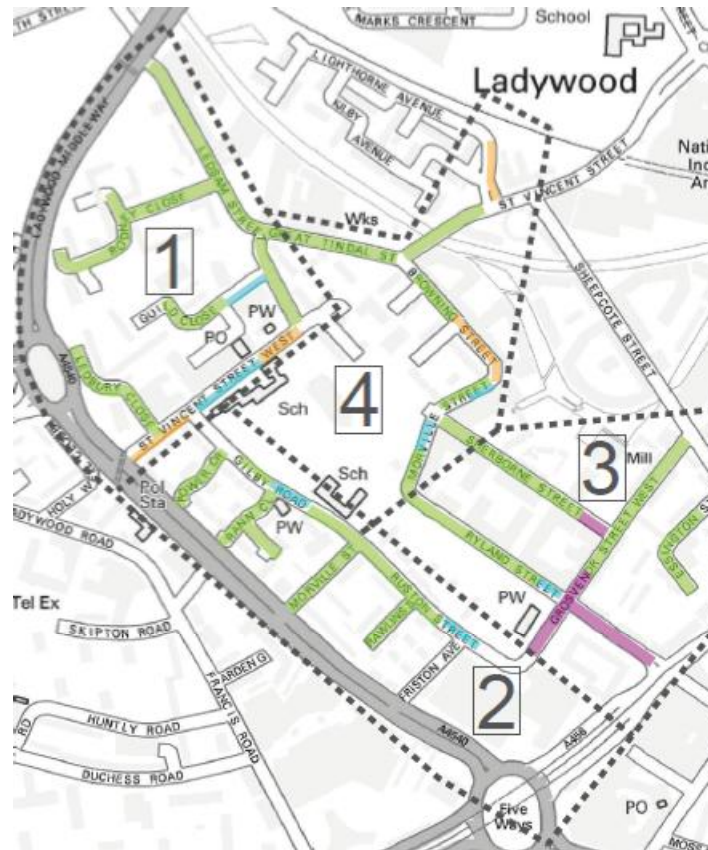
On Guild Close a 3 hour maximum stay is proposed free of charge to cater for visitors to the Family Centre.

D. No waiting at any time: A few locations have been identified for the introduction of new waiting restrictions to ensure traffic can flow and emerge safely.

Map Key

-  A: Permit Holders Only Parking
-  B: Payment Parking
-  C: Limited Waiting
-  D: Additional Waiting Restrictions

(See map overleaf)



Map data © Crown Copyright. All Rights Reserved. BCC License Number 100021326. 2015

### Public Consultation

## Ladywood Parking Scheme



You have received this leaflet because the Council is reviewing the parking controls around Ladywood and would like your views.

## WHY IS THE COUNCIL REVIEWING PARKING CONTROLS?

Located in the heart of Birmingham, Ladywood is very close to Birmingham's Broad Street and City Centre. There is therefore a high demand for parking which impacts on residents and other visitors to the area. We are consulting on a scheme which intends to help manage on-street parking for a wide variety of users including residents, visitors, workers and shoppers.

## HOW MIGHT WE DO THIS?

By introducing a permit scheme residents and businesses would be able to purchase permits to allow them to park in proposed designated permit spaces in order to make parking easier for residents and local workers.

Loading and waiting restrictions have also been reviewed to protect junctions and accesses from inconsiderate parking.

## ABOUT THIS CONSULTATION

Informal consultation was carried out in 2013 in response to local demand for parking controls in parts of Ladywood. Around 76% of respondents were supportive of a permit scheme and other measures proposed across the area, and the results provided justification for further work. However, officers were not able to progress any proposals at the time due to Council resources and the prioritisation of other highway schemes across Birmingham.

The plans have been updated and we are now seeking your views on the proposals. It is important that we get your feedback on how these proposals may impact on you and that we fully understand the parking issues that you as a resident and local businesses face. Your views and opinions can shape how things progress to ensure that any resulting proposals are best suited to the area.

At this stage the scheme only covers highway land therefore those non-highway pockets of parking across the area would not be subject to the permit scheme. The local community is asked to consider the potential impact of displaced parking in off-street areas when responding to the consultation.



## FAQs

### WHO IS INCLUDED?

This leaflet has gone to every property in the zones shown overleaf.

### HOW MUCH WILL THE PERMITS COST AND HOW WILL THEY WORK?

	Cost for a yearly permit
Resident Permit - First	£16 (free for Blue Badge Holders)
Resident Permit - Extra	£32
Residents Visitors Permit	£3 for a book of 5 all day tickets
Carers Permit	£16 (£32 if first permit already issued)
Business Permit	£125

Lost, stolen or damaged permits would need to be replaced at a cost of £11.00 (£20 for business permits unless a crime reference number can be provided for a stolen permit). Each permit will be specific to the registration of a single vehicle and would need to be replaced if the vehicle or registration is changed, at a charge of £11.00.

These prices are subject to a city-wide review and could change before a scheme is implemented. Further information would be circulated to all properties well in advance of any scheme being introduced.

Residents and businesses within the proposed Ladywood zone boundary (shown overleaf) would be able to purchase a permit. Visitors would be able to park in any permit area in Ladywood with a visitors permit valid on the date of display.

These permits could only be used within the proposed Ladywood area and would not be valid in other parts of Birmingham.

### WHERE WOULD RESIDENT PERMIT HOLDERS BE ABLE TO PARK?

The locations and extents of the parking restrictions would be clearly signposted, supported by road markings as appropriate. Off-street car parks and private parking areas will not be affected by these proposals and those parking in these areas would not be required to display a permit.

### WHERE WOULD BLUE BADGE HOLDERS BE ABLE TO PARK?

Blue Badge holders would also need to display a valid permit to park within the permit area, although their first resident permit would be provided free of charge. No advisory disabled bays can be marked out within a permit zone and existing road markings would need to be removed.

### HOW WOULD MEASURES BE ENFORCED?

The Council employ a parking enforcement contractor who could issue a Penalty Charge Notice to a vehicle, except an emergency vehicle, which is parked in the permit zone during the hours of restriction and not displaying a valid permit. Enforcement of any new restrictions in Ladywood will be considered as appropriate, alongside existing priorities elsewhere.

## HOW CAN I HAVE MY SAY?

Please respond to this informal consultation by:

**Friday 11th December 2015**

You can respond online using this website:

[www.birminghambeheard.org.uk](http://www.birminghambeheard.org.uk) and search for "Ladywood Parking Study"

Scan this code to take you directly to the website:



Alternatively, you can complete the attached questionnaire and return it to:

**FREEPOST RTSG-ZTGR-JULC**  
**Transportation Services**  
**Birmingham City Council**  
**PO Box 14439**  
**BIRMINGHAM**  
**B2 2JE**

We want as many responses as possible to get a clear picture of what local people want. If you do not respond, we may assume that you don't have any strong feelings about the proposals.

## CONTACTS

If you are aware of anyone who has not received a consultation leaflet or you wish to speak to someone regarding the consultation, you can contact us in the following ways:

Call: **0121 464 4412**

Email: [parkingconsult@birmingham.gov.uk](mailto:parkingconsult@birmingham.gov.uk)

Visit: [www.birmingham.gov.uk/centralladywoodparking](http://www.birmingham.gov.uk/centralladywoodparking)

For large print, Braille, audio or translation please phone **0121 464 4412**. If you have difficulty hearing or speech difficulties, please call us via typetalk on **18001 0121 464 4412**.



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This document is suitable for recycling after use.



## **Appendix C – Consultation Questionnaire**

## Consultation Response Form

Consultation Start Date: 02/11/2015  
Consultation Response Deadline: 11/12/2015  
Scheme Title: Ladywood Parking Scheme  
Project Manager: Peter Bethell  
E-mail Address: parkingconsult@birmingham.gov.uk

### COMMENTS ON THE SCHEME PROPOSALS

Please refer to the attached map which is specific for your area. For further information or to fill out the online survey please visit: [www.birmingham.gov.uk/centralladywoodparking](http://www.birmingham.gov.uk/centralladywoodparking)

1. Please provide the following details:

Name: - \_\_\_\_\_ Address  
Email Address: - \_\_\_\_\_ (within the area): - \_\_\_\_\_  
Date:- \_\_\_\_\_ Postcode: - \_\_\_\_\_

2. Are you: (please tick one)

Resident (owner or renting property)  Landlord (not living at property)  Employer with premises in the area  Individual working in the area

3. Do you hold a Blue Badge for disabled parking?

Yes  No

4. **Please only answer this question if you live on Kilby Avenue or Lighthorne Avenue:**  
Are you in favour of extending no waiting at all times to prevent non-resident parking? If not, please provide details of the changes you would like in section 9 below.

Yes  No  Don't know / No opinion

5. Are you satisfied with the proposed parking scheme as shown in the accompanying leaflet and maps? If not, please provide details of the changes you would like in section 9 below.

Yes  No  Don't know / No opinion

6. The proposal is for the permit scheme to operate at all times. Do you think this is appropriate? If not, please provide suggestions in section 9 below.

Yes  No  Don't know / No opinion

7. What type(s) of permit(s) would you be interested in purchasing? Please provide an indication of the number of permits you might like if the scheme goes ahead. Note that you would not require a permit to park in off-street or private parking areas.

Resident permit  Business permit  
Number: \_\_\_\_\_ Number: \_\_\_\_\_

8. If you have stated business permit, does the company provide alternative off-street parking?

Yes  No

9. Are there any other issues or concerns you have? If so, please provide details in the space provided below. Continue overleaf or on a separate sheet if needed.

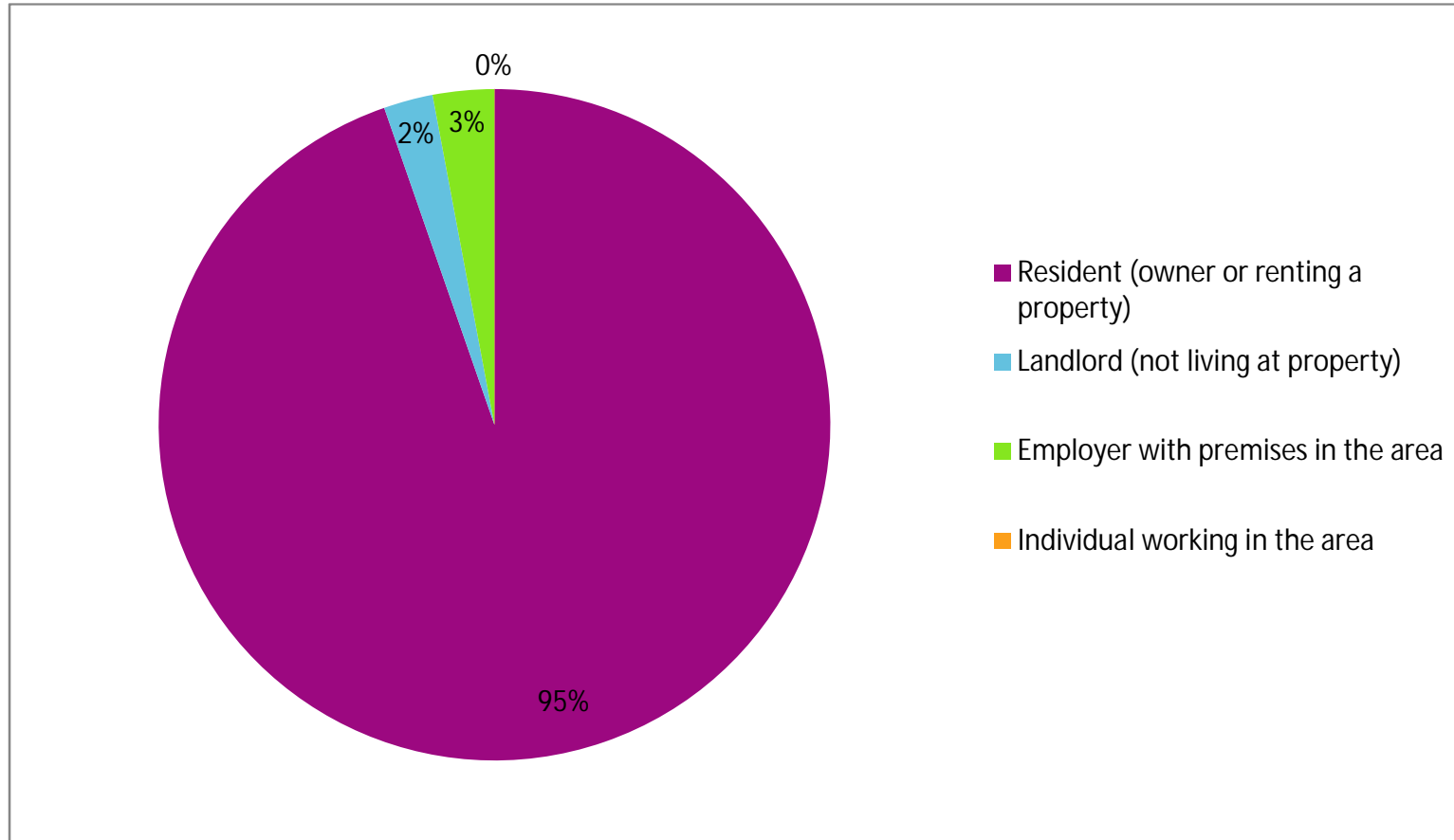
Peter Bethell BSc (Hons) MSc (Eng) CMILT  
Principal Transportation Officer  
Growth and Transportation  
Birmingham City Council  
Tel: 0121 464 4412

Please respond by:  
**Friday 11<sup>th</sup> December 2015**

## **Appendix D – Summary of Responses**

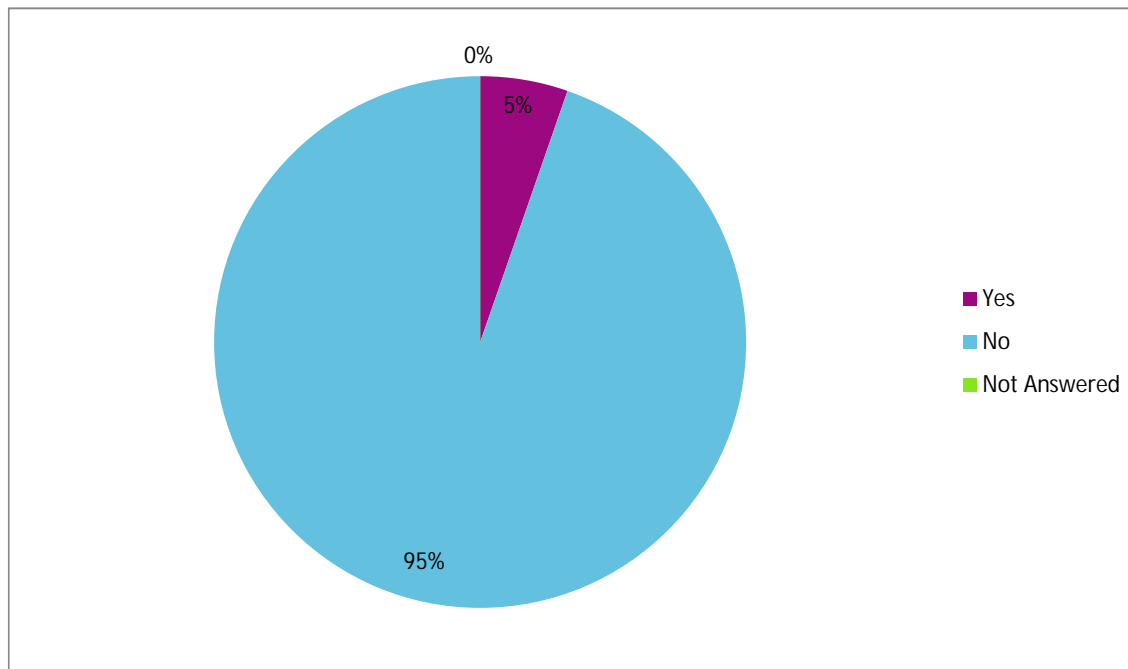
Are you: (please tick one)

Resident (owner or renting a property)	Landlord (not living at property)	Employer with premises in the area	Individual working in the area	Total
160	4	5	0	169



**Do you hold a Blue Badge for disabled parking?**

Yes	No	Not Answered	Total
9	160	0	169



**If they stated yes, the roads that they lived on are stated below and where or not they were satisfied with the scheme:**

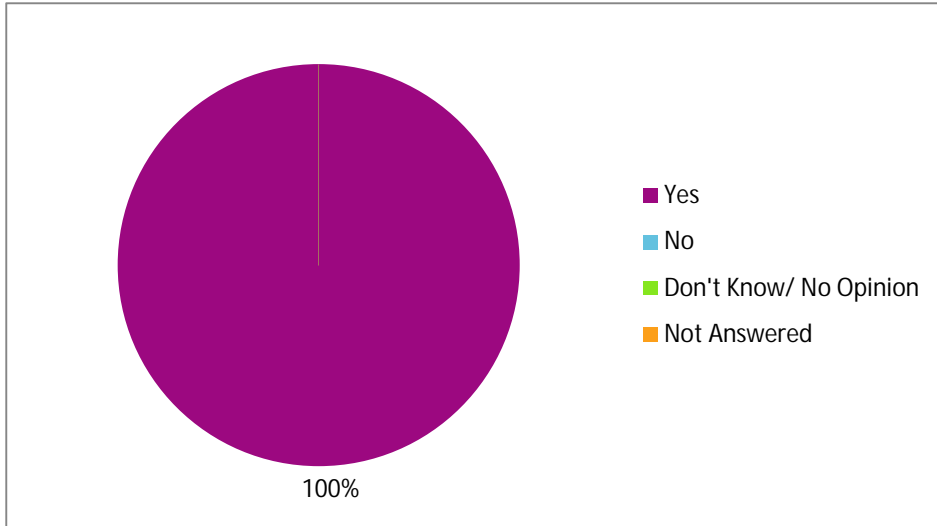
Road	Are you satisfied with the proposed scheme?			
	Yes	No	Don't Know/ No Opinion	Not Answered
Bellcroft		1		
Gilby Road			1	
Guild Close	1	1		
Rann Close	1			
Rodney Close	1	1		
Ruston Street	1	1		

**Total: 9**

Please only answer this question if you live on Kilby Avenue or Lighthorne Avenue.  
 Are you in favour of extending the no waiting at all times to prevent non-resident parking?

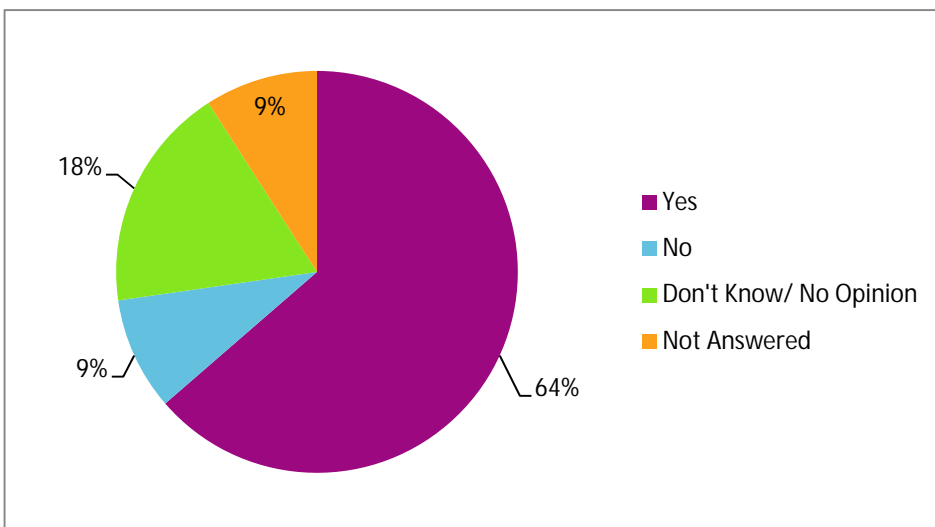
Kilby Avenue

Yes	No	Don't Know/ No Opinion	Not Answered	Total
1	0	0	0	1



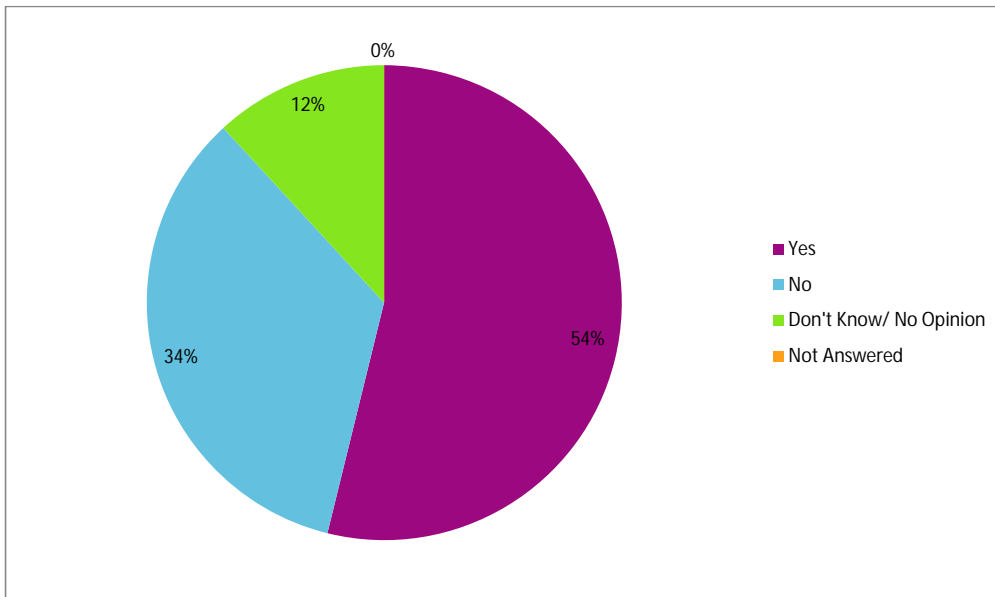
Lighthorne Avenue

Yes	No	Don't Know/ No Opinion	Not Answered	Total
7	1	2	1	11



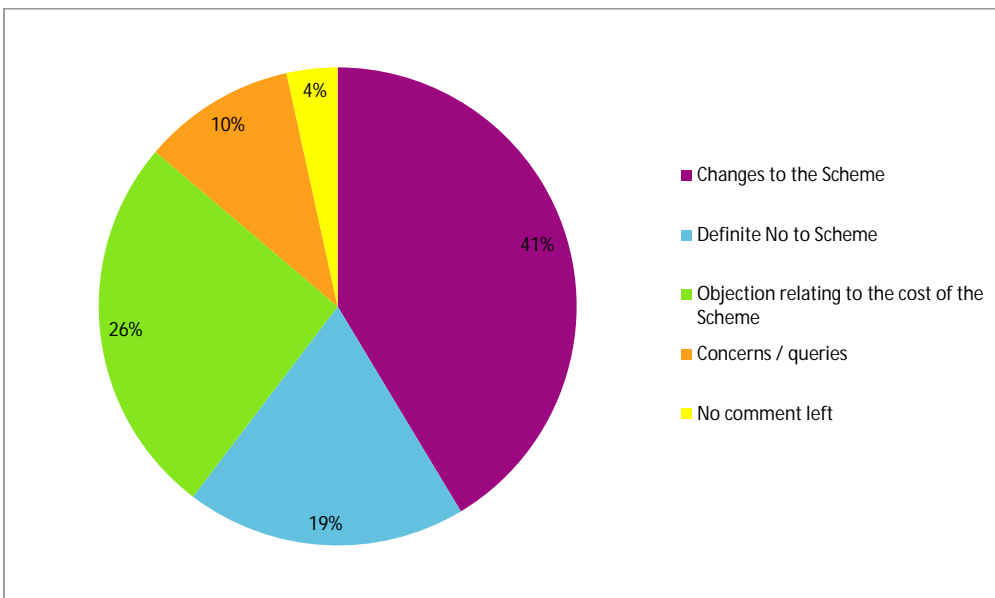
**Are you satisfied with the proposed parking scheme as shown in the accompanying leaflet and maps?**

Yes	No	Don't Know/ No Opinion	Not Answered	Total
91	58	20	0	169



**Of those who said no, the key theme to the comments left are detailed below**

Changes to the Scheme	Definite No to Scheme	Objection relating to the cost of the Scheme	Concerns / queries	No comment left	Total
24	11	15	6	2	58



Are you satisfied with the proposed parking scheme as shown in the accompanying leaflet and maps?

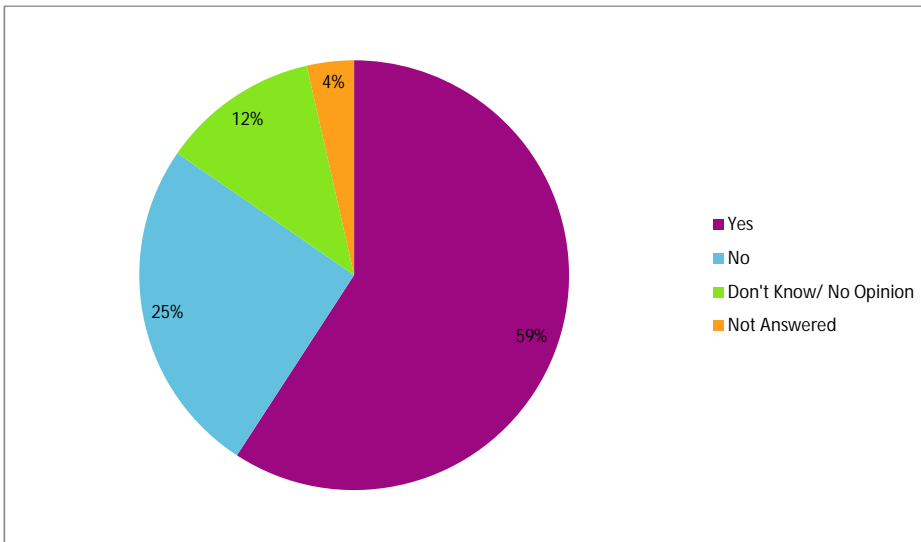
Key Reason Why Respondents Said No By Road

	Request for...		Objection confirmed on basis of...					Total	Comments
	changes to the scheme / alternatives	alternative days / times	cost	belief measures are not needed	perception it will not work	concerns about displaced parking into private areas	no comment		
Ashton Croft						1		1	<p>N.B one resident of Watermarque was told she would have to pay for a permit to park in the underground car park and therefore objected on basis of additional cost.</p> <p>N.B one resident of KEW objected due to concerns they would not be eligible to apply for a permit.</p> <p>N.B Sport4Life concerned about financial impact on the charity.</p> <p>N.B two residents of Lighthorne Avenue concerned about application of a permit scheme.</p> <p>N.B two representatives of The Vine PH concerned about impact on the business.</p>
Bellcroft					1	2		3	
Broadfield Walk								0	
Browning Street	4		2					6	
Canal Square			3					3	
Essington Street								0	
Gilby Road				1		1		2	
Graston Close								0	
Grosvenor Street West				1				1	
Guild Close	1		2	1			1	5	
Kilby Avenue								0	
King Edwards Wharf	4		1					5	
Knoll Croft						1		1	
Ladycroft						1		1	
Ladywood Middleway			1					1	
Ledbury Close	2							2	
Ledsam Street			1					1	
Lighthorne Avenue		2						2	
Morville Street	1		1	1	1			4	
Power Crescent								0	
Rann Close								0	
Rawlins Street				1				1	
Raymond Close			1					1	
Rodney Close		2	2					4	
Ruston Street	1				4			5	
Ryland Street	3		1					4	
Sherborne Street	3	1					1	5	
St. Vincent Street								0	
<b>Total</b>	<b>19</b>	<b>5</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>6</b>	<b>2</b>		
Total Individuals Stating No	58								
Suggesting Changes / Alternatives	24								
Objection Largely on Basis of Cost	15								
Other Objections	19								



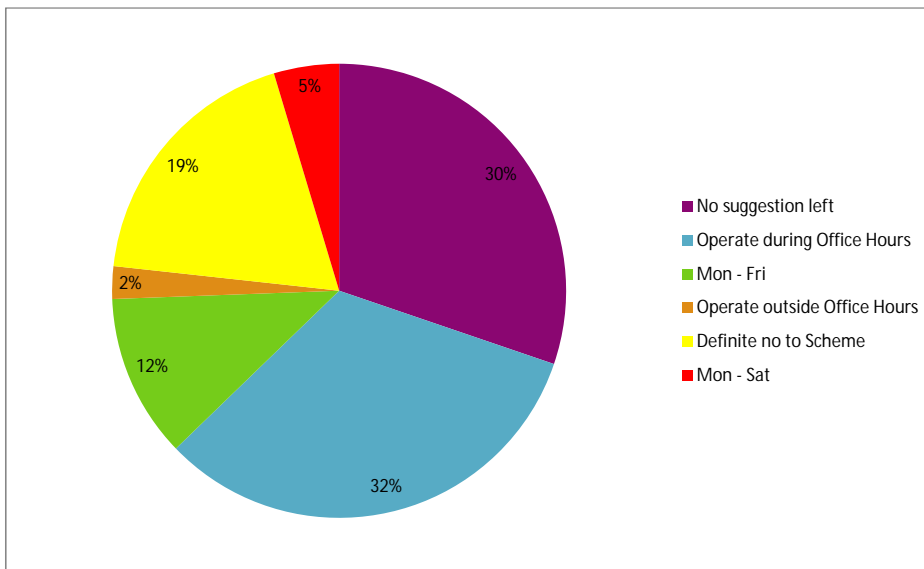
The proposal is for the permit scheme to operate at all times. Do you think this is appropriate?

Yes	No	Don't Know/ No Opinion	Not Answered	Total
100	43	20	6	169



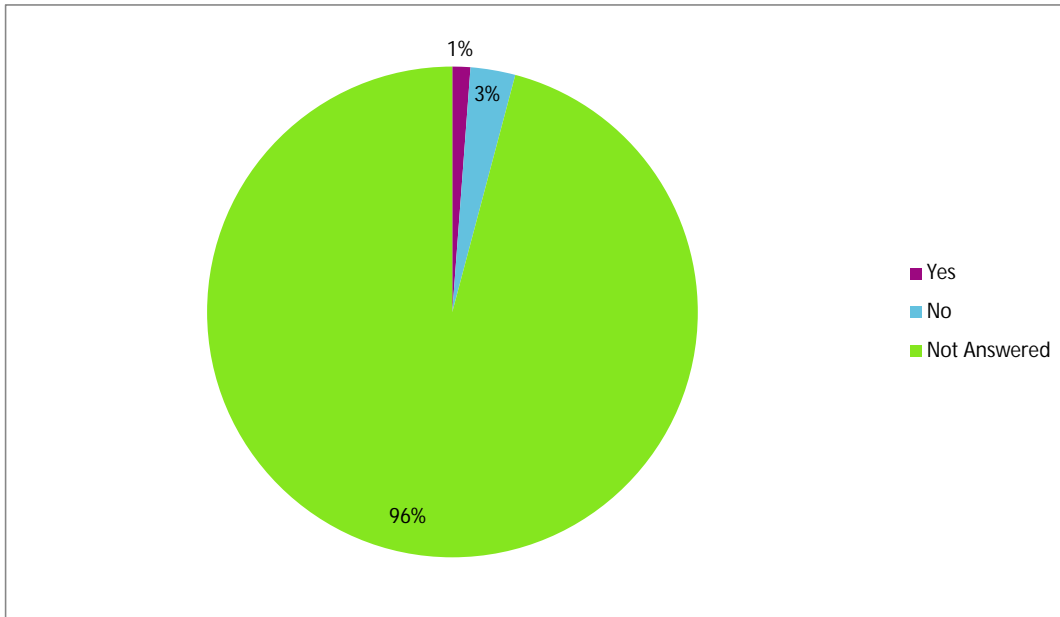
Of those who said no, the key theme to the comments left are detailed below

No suggestion left	Operate during Office Hours	Mon - Fri	Operate outside Office Hours	Definite no to Scheme	Mon - Sat	Total
13	14	5	1	8	2	43



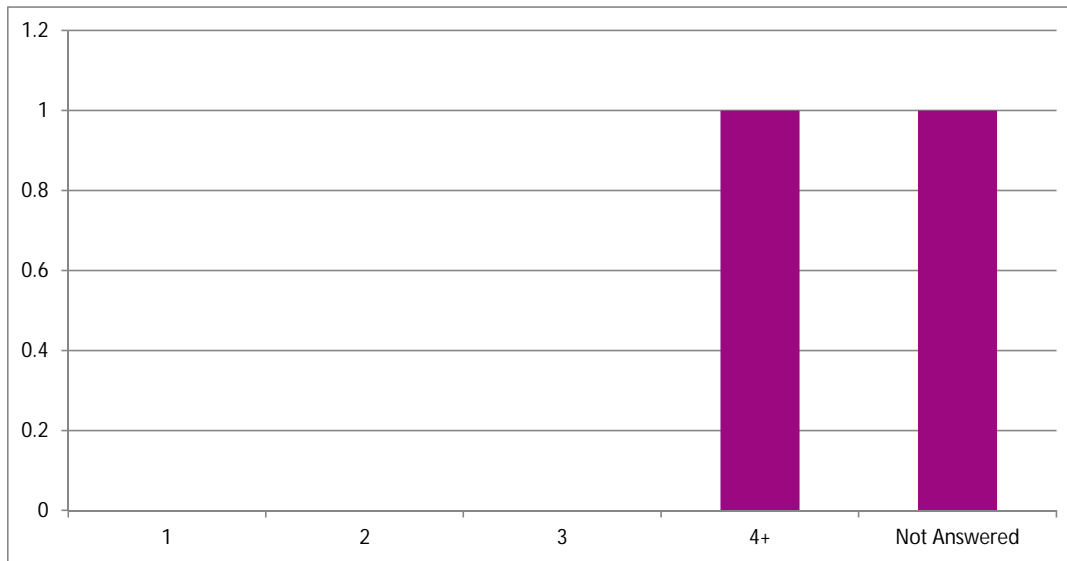
**Does your company provide alternative off-street parking?**

Yes	No	Not Answered	Total
2	5	162	169



**If yes, how many spaces are provided?**

1	2	3	4+	Not Answered	Total
0	0	0	1	1	2



**Note: the organisation that indicated how many spaces stated 10. This is Sport 4 Life who are a charity and currently have an agreement with their spaces.**

Summary of Comments Road-By-Road

Ashton Croft	Yes	1	50% yes 50% no	<ul style="list-style-type: none"> <li>• Current disregard for parking restrictions outside Ayesha's Nursery.</li> <li>• Cul-De-Sac is used by BCC Neighbourhood office and housing. I am concerned this parking will displace.</li> </ul>
	No	1		
	Don't Know/ No Opinion	0		
	Not Answered	0		
Bellcroft	Yes	1	25% yes 75% no	<ul style="list-style-type: none"> <li>• Concerned of the knock on effect this would have on the off-street parking areas</li> <li>• Resident parking doesn't working for on-street parking.</li> </ul>
	No	3		
	Don't Know/ No Opinion	0		
	Not Answered	0		
Broadfield Walk	Yes	1	100% yes	<ul style="list-style-type: none"> <li>• Concerned business objections will outweigh resident views</li> <li>• Concerned residents will purchase permits in bulk and sell them on. You need to limit the amount of permits per household.</li> </ul>
	No	0		
	Don't Know/ No Opinion	0		
	Not Answered	0		
Browning Street	Yes	7	54% yes 46% no	<ul style="list-style-type: none"> <li>• Regular churn of owners on this street, therefore there is a need for "limited waiting" to allow lorries and other delivery vehicles to park. They currently cannot park anywhere and have made comments regarding this issue.</li> <li>• The cost of permits is much less than it costs to park in Undercroft. This may increase demand for on-street parking spaces.</li> <li>• Concerned about the cost</li> <li>• The parking situation would be resolved with a better road layout and enforcement.</li> <li>• A loading area would be beneficial area.</li> <li>• Paved areas shouldn't be parked on.</li> <li>• Support the scheme, but I am concerned that the "no waiting at any time" will create more issues as you are removing parking spaces.</li> <li>• There is currently a lack of enforcement and frequent vehicle break ins.</li> </ul>
	No	6		
	Don't Know/ No Opinion	0		
	Not Answered	0		
Canal Square	Yes	0	100% no	<ul style="list-style-type: none"> <li>• Unfair method of preventing out of area office workers from parking in the area.</li> </ul>
	No	3		
	Don't Know/ No Opinion	0		
	Not Answered	0		
Essington Street	Yes	1	100% yes	<ul style="list-style-type: none"> <li>• No comment.</li> </ul>
	No	0		
	Don't Know/ No Opinion	0		
	Not Answered	0		
Gilby Road	Yes	0	66% no 33% neutral	<ul style="list-style-type: none"> <li>• I am concerned that Lincoln Tower car park is not included in the proposed parking scheme.</li> <li>• No need to change any existing parking arrangements.</li> </ul>
	No	2		
	Don't Know/ No Opinion	1		
	Not Answered	0		
Graston Close	Yes	1	100% yes	<ul style="list-style-type: none"> <li>• Monday to Friday is better.</li> </ul>
	No	0		
	Don't Know/ No Opinion	0		
	Not Answered	0		
Grosvenor Street West	Yes	3	50% yes 17% no 33% neutral	<ul style="list-style-type: none"> <li>• Can residents with permits only park in their zones or a broader area of the city?</li> <li>• Put in a 20mph speed limit.</li> <li>• Should have been done a long time ago.</li> <li>• Very much welcome parking permits.</li> </ul>
	No	1		
	Don't Know/ No Opinion	2		
	Not Answered	0		
Guild Close	Yes	4	44% yes 56% no	<ul style="list-style-type: none"> <li>• Parking is a disgrace, people who live here can't park as office workers park and walk in to town.</li> <li>• Why should I pay for parking?! Why can't you put a barrier in place and only let residents have access to it?</li> <li>• Why can't residents have free parking?</li> <li>• I hope I have a space to park my car at any time.</li> <li>• Instead of grass on our front gardens, give us a driveway to park on and not make us pay to park.</li> <li>• Disgusting residents can't park outside their properties</li> <li>• Parking area should be cleaned regularly.</li> </ul>
	No	5		
	Don't Know/ No Opinion	0		
	Not Answered	0		
Kilby Avenue	Yes	1	100% yes	<ul style="list-style-type: none"> <li>• Residents who have more then 2 vehicles per household with garages shouldn't use up spaces on-street.</li> </ul>
	No	0		
	Don't Know/ No Opinion	0		
	Not Answered	0		
King Edwards Wharf	Yes	7	54% yes 39% no 7% neutral	<ul style="list-style-type: none"> <li>• Completely unfair to people who live in King Edwards Wharf.</li> <li>• Won't be able to have additional guests to park easily at short notice.</li> <li>• Introduce a 20mph speed limit.</li> <li>• This will cause more problems for visitors. It is basically a cash cow for the council.</li> <li>• Creates unnecessary expense for the residents.</li> <li>• Unclear as to how the application process for permits work.</li> <li>• Make Morville Street one way.</li> <li>• Traffic calming should be removed to create more parking spaces.</li> <li>• No serious attempt has been made to provide parking for the coaches who visit the Barclay Card Arena and Sea Life Centre.</li> <li>• It is a fair scheme for the residents but I'm worried that the businesses would be punished for parking.</li> </ul>
	No	5		
	Don't Know/ No Opinion	1		
	Not Answered	0		

				<ul style="list-style-type: none"> <li>Input a similar scheme to "Park Central", this would be better.</li> <li>The scheme is very welcome and overdue.</li> </ul>
Knoll Croft	Yes	1	50% yes 50% no	<ul style="list-style-type: none"> <li>I agree with the parking scheme, but Knoll Croft will now have more of an issue with displaced parking. Knoll Croft is private.</li> <li>This leaves us somewhat vulnerable to invasion by outsiders who will be unable to park on the street.</li> </ul>
	No	1		
	Don't Know/ No Opinion	0		
	Not Answered	0		
Ladycroft	Yes	0	100% no	<ul style="list-style-type: none"> <li>Private parking area should be included.</li> <li>Concerns that people will give out or sell parking passes.</li> </ul>
	No	1		
	Don't Know/ No Opinion	0		
	Not Answered	0		
Ladywood Middleway	Yes	1	33% yes 33% no 33% neutral	<ul style="list-style-type: none"> <li>The restricted parking planned for Ledsam Street (where our office is based) would create issues for our charity.</li> </ul>
	No	1		
	Don't Know/ No Opinion	1		
	Not Answered	0		
Ledbury Close	Yes	0	100% no	<ul style="list-style-type: none"> <li>Just need more car parking spaces for free please.</li> <li>Ledbury Close doesn't require a "limited waiting" restriction as we need more spaces for residents. The Centre and shops have their own parking</li> </ul>
	No	2		
	Don't Know/ No Opinion	0		
	Not Answered	0		
Ledsam Street	Yes	0	100% no	<ul style="list-style-type: none"> <li>This would adversely affect the provision of our charity's work in Ladywood.</li> </ul>
	No	2		
	Don't Know/ No Opinion	0		
	Not Answered	0		
Lighthorne Avenue	Yes	5	45% yes 18% no 36% neutral	<ul style="list-style-type: none"> <li>The current restrictions are not taken notice of by motorists and are not enforced.</li> <li>The parking situation is getting worse by the day, kindly sort it out.</li> <li>Put in a time limit for visitors which prevents workers who use the car parking from parking all day.</li> <li>Can car parking be restricted on all the corners of Lighthorne Avenue?</li> </ul>
	No	2		
	Don't Know/ No Opinion	4		
	Not Answered	0		
Morville Street	Yes	2	29% yes 57% no 14% neutral	<ul style="list-style-type: none"> <li>I don't want to pay to park my car.</li> <li>Residents will get angry with non-resident parking.</li> <li>Why is the council wasting money on a parking scheme?</li> </ul>
	No	4		
	Don't Know/ No Opinion	1		
	Not Answered	0		
Power Crescent	Yes	2	100% yes	<ul style="list-style-type: none"> <li>Why should I have to pay when there is a parking space right outside my house?</li> </ul>
	No	0		
	Don't Know/ No Opinion	0		
	Not Answered	0		
Rann Close	Yes	2	100% yes	<ul style="list-style-type: none"> <li>Would prefer the restrictions to apply during the evenings and on weekends.</li> <li>Rann Close needs to be resident permit holders only, not all permits.</li> </ul>
	No	0		
	Don't Know/ No Opinion	0		
	Not Answered	0		
Rawlins Street	Yes	1	33% yes 33% no 33% neutral	<ul style="list-style-type: none"> <li>I don't think residents should have to pay and visitors should also park for free.</li> </ul>
	No	1		
	Don't Know/ No Opinion	1		
	Not Answered	0		
Raymond Close	Yes	0	100% no	<ul style="list-style-type: none"> <li>Why should we have to pay to park outside of where we live?</li> </ul>
	No	1		
	Don't Know/ No Opinion	0		
	Not Answered	0		
Rodney Close	Yes	7	47% yes 27% no 27% neutral	<ul style="list-style-type: none"> <li>This is a great idea as lately we are having problems finding a parking space.</li> <li>The sooner the better.</li> <li>I'm concerned with the current congestion of vehicles parked in the residential parking lot as it is making it very difficult for people who pay rent to find a convenient place to park.</li> <li>All residents should be given a choice of a reduced permit fee or dropped kerb outside their home.</li> <li>This is just another money making scheme.</li> <li>It isn't necessary for the whole of Saturday to be included in the restrictions. Monday - Friday would be better.</li> <li>Parking problems occur during week days (Monday - Friday).</li> </ul>
	No	4		
	Don't Know/ No Opinion	4		
	Not Answered	0		
Ruston Street	Yes	2	29% yes 71% no	<ul style="list-style-type: none"> <li>The scheme will increase the abuse of private parking areas.</li> <li>Do you really need to close another pub (The Vine) in Birmingham?</li> <li>We want to be able to park on our front garden like others do on their street.</li> </ul>
	No	5		
	Don't Know/ No Opinion	0		
	Not Answered	0		
	Yes	21	75% yes	<ul style="list-style-type: none"> <li>Being charged to park in an area that is never monitored is extremely unfair.</li> <li>Cars currently park on the footpath.</li> <li>Parallel parking on Sherborne Street will make crossing the road more difficult.</li> </ul>
	No	4	14% no	

Ryland Street	NO	4	11% neutral	<ul style="list-style-type: none"> <li>If we are having to pay, spaces should be guaranteed.</li> <li>The church car park on Ryland Street will have more people trying to use it as there is no barrier.</li> <li>People currently park on bends, making it difficult to see.</li> <li>More people will try to use the residents parking located behind Ryland Street which is already used by business workers.</li> <li>There isn't enough spaces for the amount of residents which will make some residents worse off.</li> <li>Should be resident only parking.</li> <li>The visitor permits are quite pricey.</li> </ul>
	Don't Know/ No Opinion	3		
	Not Answered	0		
Sherborne Street	Yes	18	75% yes	<ul style="list-style-type: none"> <li>I would be purchasing "visitor passes". I am very happy to do so and the price is very reasonable.</li> <li>The proposals are appropriate.</li> <li>Lines on the road would be beneficial to stop inconsiderate parking.</li> <li>Need to stop parking on the pavement.</li> <li>I'm concerned there are not enough permits available to cover all the residents.</li> <li>Can visitor permits be 24 hours rather than only date specific so visitors can stay overnight and not use up 2 passes.</li> <li>Great idea! The sooner the better!</li> <li>Bays need to be clearly divided so one car doesn't occupy too much room.</li> <li>Can't see how the parallel parking created the same number of spaces which currently exist.</li> <li>The Jupiter Complex car park is half empty!</li> <li>I support your proposals.</li> <li>If you have the misfortune of arriving home between the hours of 7am - 7pm, you have NO chance of parking. This issue needs to be resolved.</li> </ul>
	No	5	21% no	
	Don't Know/ No Opinion	1	4% neutral	
	Not Answered	0		
St. Vincent Street	Yes	2	100% yes	<ul style="list-style-type: none"> <li>Are there any plans to change the parking scheme or prices in the near future in relation to new residential developments or change in demand?</li> </ul>
	No	0		
	Don't Know/ No Opinion	0		
	Not Answered	0		

## About AECOM

AECOM (NYSE: ACM) is built to deliver a better world. We design, build, finance and operate infrastructure assets for governments, businesses and organizations in more than 150 countries.

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