

Appendix D - Erdington Controlled Parking Zone - Consultation Summary

An initial public consultation was carried out in the Erdington Town Centre area in 2012 (Stage 1 consultation), this sought to confirm whether there would be support for a controlled parking zone within the Erdington Area. A total of 2050 leaflets were distributed with 278 questionnaires received back, making the response rate 14%. Of the responses received 69% of residents stated that they were in favour of parking controls across the area.

Further to the Stage 1 consultation a second round of consultation was conducted in 2015 (stage 2 consultation), 2050 consultation packs were delivered to residents and businesses within the Erdington Controlled Parking Zone area along with letters / emails to councillors, a public meeting was also held.

Councillors	Comments	Response
Councillor Robert Alden (Erdington)	<p>We have been contacted by two residents who are collecting a petition for Spring Hill to be reinstated into the draft parking plan, so I would expect this to be presented to the Council soon and should in all likely be looked at again now to ensure that we can take this into account.</p> <p>I had been under the impression that the Central reservation would still allow free parking for two or three hours before charging comes into effect. We would have concerns about the free parking being removed completely (we originally asked for time limited) given the loss of the Hart Road Car Park. We would have similar concerns about the change of time limited parking to pay bays on the side streets between the High Street and the Sutton New Road.</p> <p>In terms of the timescales which have slipped considerably, the closure of the Hart Road Car Park last week is worsening the parking situation considerably and the news that the earliest the parking scheme will now be introduced is 2017 is concerning.</p> <p>I understand the Royal Mail sorting office is likely to raise concerns about the scheme at the formal consultation due to loss of staff parking. We welcome the Council taking on board the comments raised by residents in the consultation.</p>	<p>The initial consultation proposed resident parking for Spring Hill, but only one of the fourteen responses from residents of that road supported this. Eleven of the fourteen respondents (approx. 80%) objected to the proposals, with the majority concerned about the cost of permits, and were of the opinion that they do not suffer from non-resident parking issues. On the basis of this, the revised proposals omitted Spring Hill from the scheme. We will need to see the petition and will liaise with you to agree the most appropriate way forward if there is now the support for Spring Hill to be included.</p> <p>The proposals for the central reservation in Sutton New Road have been changed to pay and display parking, maximum two hours; and the limited waiting on the High Street will now remain as one hour free parking. This change has been made at the instruction of former Cabinet Member for Development, Transport and the Economy following discussion of the consultation report with him. It was also initially proposed that the on-street limited waiting bays on Sutton New Road would be converted to pay for parking but this decision has been reversed as a result of the consultation. There will therefore still be some free time-limited parking capacity along this corridor for those that rely on this provision.</p> <p>The original timescales that were sent to you were from a draft FBC suggested by our consultants. However, we have now had the opportunity to develop a more detailed timeline which takes account of the need for a Cabinet Member Report, condition survey of the carriageway, a more detailed design to firm up costs, Finance checks and Legal checks.</p> <p>The Royal Mail sorting office did not respond to the consultation, nor have they since contacted us, so their views have not been taken into account so far.</p>

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Councillor Bob Beauchamp (Erdington)	No response received	Email to chase response sent on 20th May 2016, no further response received.
Councillor Gareth Moore (Erdington)	No response received	Email to chase response sent on 20th May 2016, no further response received.
Councillor Mick Finnegan (Stockland Green)	No response received	Email to chase response sent on 20th May 2016, no further response received.
Councillor Penny Holbrook (Stockland Green)	Proposals seem appropriate - following resident consultation	Noted
Councillor Josh Jones (Stockland Green)	Ok with proposals	Noted

Key Stakeholders	Comments	Response
Erdington BID	No response received	No formal response received as part of the consultation however representatives from the BID met with BCC officers on 15th July 2015 to discuss the scheme.

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A total of 382 responses were received from the public during consultation.

Overall Summary of consultation from residents / businesses on the proposals

105	Satisfied with the proposals	
115 Respondents	Dissatisfied with scheme / requests changes	
122 Respondents	Object to the scheme	
40 Respondents	Don't know / no opinion / did not provide a final answer	
382 Respondents	Total	

No.	Comments	Response
105	<p>Satisfied with the proposals</p> <p><i>Additional comments</i></p> <p>Various comments received with respect to the operation time of the scheme including the following;</p> <p>The scheme should operate 7am to 6pm.</p> <p>The scheme should operate 7am to 7pm.</p> <p>The scheme should operate 7am to 8pm.</p> <p>The scheme should operate 8am to 7pm.</p> <p>The scheme should also operate on Saturdays.</p> <p>The scheme should operate 7 days a week rather than 5.</p> <p>The scheme should operate 24 hours 7 days a week.</p> <p>The scheme should operate 8am to 8pm Monday - Saturday.</p> <p>The permit holders' scheme should be 24 hours, Monday - Friday. We can park during the day, it's at weekends and after 6pm weekdays that parking is an issue.</p> <p>On Edwards Road the times proposed hours of operation need to match the opening hours of the Erdington Skills Centre and the new Leisure Centre, therefore 8 am to 9 pm, Monday - Sun is more suitable.</p>	<p>Following two rounds of consultation the most appropriate hours of operation for the scheme have been deemed as Monday - Saturday, 8am - 6pm. It is in the interests of consistency across the scheme that different times are not being introduced in different areas i.e. near Erdington Skills Centre.</p>
	<p>Will permits guarantee a parking space outside my property?</p> <p>Will residents parking permits only be applicable for specified bays outside their own property?</p>	<p>Unfortunately permits cannot guarantee a parking space outside a specific property. Resident permit holders will be able to park in any space reserved for permit holders, identified by signs.</p>
	<p>Passes should be linked to vehicle registrations.</p>	<p>Permits will be linked to vehicle registration numbers.</p>
	<p>What is meant by 'resident permit - extra'?</p>	<p>The first resident permit for each house are currently priced at £16 per year. Additional permits for each household are currently priced at £32 per year.</p>

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<p>Does the resident parking include friends or visitors parking? How will visitor parking permits work and when will they be available? Will Visitors parking permits only be applicable for the specified bays outside the Residents property? Will there be limit on the amount of visitor permits that can be purchased?</p>	<p>Residents can purchase books from the City Council containing 5 single-use permits for any visitors. These are like scratch cards and must display the date on which they are used if the visitor needs to park at any time during the restriction. Visitors who are displaying the permits would be allowed to park in any appropriate space within the CPZ area. There will be no limit to the number of visitor permits that a household can purchase.</p>
<p>What will happen if you have visitors stay overnight?</p>	<p>If the visitor needs to park any longer than one day then they will need a new pass for each day if there visit coincides with the hours of operation for the scheme.</p>
<p>How will contractors / trades vehicles park?</p>	<p>Trade vehicles will need to display a valid visitor permit for each day they park on the public highway during the restriction.</p>
<p>I don't drive but i regularly have one family member visit, will I be able to pay £16.00 to cover his vehicle?</p>	<p>If you do not own a private vehicle you will still be able to purchase visitor parking permits for family, friends and tradespeople. Residents will only be able to purchase a permit for a specific vehicle that is registered at the property. Carer permits can be issued to Health Service workers and professional carers.</p>
<p>Will the scheme be adequately enforced? How will the scheme be monitored?</p>	<p>The City 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 Erdington will be considered as appropriate, alongside existing priorities elsewhere.</p>
<p>Parking on the verge and pavement should be stopped.</p>	<p>It is an offence to obstruct the footway unless there is a specific traffic regulation order in place to allow it. No waiting at any time restrictions apply to the back of footway and include any verges within this space. A Penalty Charge Notice can be issued to a vehicle which is parked on a no waiting at any time restriction.</p>
<p>Will vans that are used for business purposes but operate from home be charged the business rate?</p>	<p>Residents will be able to purchase a permit for a specific vehicle allowing them to park in any space reserved for permit holders, identified by signs. The owner of the vehicle must live at the property to which the permit has been issued.</p>
<p>I am concerned that commercial vehicles (e.g., large white vans) will be given resident parking permits, reducing the effectiveness of the scheme.</p>	<p>If the van is registered to the address than it has the rights to park within the scheme.</p>
<p>The City Council should offer residents a discounted price to have their kerbs dropped.</p>	<p>This is outside of the scope of the CPZ proposals.</p>
<p>The cost of the second permit is too high - it is unfair to penalise families that require two vehicles. Permits should be free for home owners.</p>	<p>The City Council cannot commit to any funding after implementation so if there is a demand for the scheme then it would need to be self-financing. The cost of permits is set to cover on-going operation, administration and maintenance costs only.</p>
<p>The City Council should invest in multi-storey car parks for the area.</p>	<p>This is outside of the scope of the CPZ proposals.</p>
<p>Direction signs to long stay car parking should be installed.</p>	<p>We will review existing direction signage to car parks and improve if necessary.</p>

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My property is in a paid parking area, will I need to park further down the road in a permit-holder only area?	Yes, unless you are willing to comply with the bay restrictions and pay for parking.
Please implement as soon as possible.	Support noted.
Please implement prior to demolition of the car park which is to be developed.	Unfortunately due to delays in moving the scheme forward this has not been possible.
I'm happy to pay for permits as I often can't park near my home, or even in the same street as my home.	We acknowledge your support of the scheme however the scheme will not guarantee you a space outside an individual property.
It would be beneficial if residents were able to park outside their own properties, which the proposal doesn't allow. Especially for those with Blue Badges. Will advisory disabled bay markings still remain outside properties? All designated disabled bays in Hart Road should be reviewed, a number are in use by people who do not demonstrate mobility issues. Disabled parking places on Mason Road decrease parking capacity.	No advisory disabled bays can be marked out within a permit zone and existing road markings will need to be removed, a further round of consultation has been conducted with residents identified as having advisory bays and those who have requested to keep dedicated bays will have a formal bay provided. They must show both a blue badge and a valid permit to park in these bays. Further disabled bays for all blue badge holders are expected to remain on High Street, Barnabas Road, Mason Road and Wilton Road for the sole use of badge holders outside the permit zone.
Parking needs to be restricted on Station Road opposite Osborne Primary School as vehicle access can be restricted .	The proposals for Station Road are limited waiting, 2 hours max, Monday - Saturday, 8am - 6pm.
How do you propose to cope with people dropping off and collecting their children for the See Saws Nursery at No 1 Avenue Road between 8am and 6pm?	It is proposed to introduce double yellow lines in this area stopping parents from parking outside the nursery. However as no loading restrictions are being introduced in the area, although parents cannot wait, they will be able to actively load / allow children to board or alight.
At weekends there is a problem with shoppers parking at the Reservoir Road end of Avenue Road which prevents residents from exiting their drives, can a No Parking sign be erected or no waiting at any times restrictions be introduced? it is difficult to drive down Avenue Road due to cars parking on both sides. If bays are marked out on Avenue Road it may encourage people to park fully on the road rather than mounting the kerb as they do currently, if cars do not mount the kerb it will make it vary difficult for residents to exit their drives.	It is proposed to have no parking at any time on the side of the road where the houses are and residents parking only on the opposite side. It is expected that as this will be residents only parking there will be less on street parking than at present.
Both sides of Edwards Road should be residents only parking.	We will review the existing waiting restriction on Edwards Road and implement additional parking bays if possible.
Harrison Road should be residents only parking rather the 'pay for parking'.	Harrison Road has both 'pay for parking' bays and 'residents permit holders only' bays as it is not fully residential. There will be a further statutory stage of consultation where anyone can formally object to one or more of the proposals.
'Pay for parking' is causing serious littering issues on Harrison Road, road sweepers are unable to manoeuvre down the cul-de-sac leaving it permanently littered with rubbish.	Your comments have been forwarded to the Street cleansing team.
I have concerns regarding the college redevelopment & proposed fitness centre in Hart Road, where will staff and students park and how will the existing roads cope with the extra traffic?	Visitors to both sites will need to comply with the parking restrictions in place.

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	I'm a resident of Swan Gardens - we already have allocated parking bays which we are paid for in our maintenance charge, so I'm not willing to pay for a permit unless this is taken off.	If you park on private land such as your own driveway or an off-street designated space, such as those in Swan Gardens, then you will not be required to purchase a residents permit, but you would need to purchase visitor permits if you or any visitors need to park on the road.
	I am concerned that the shops in Mason Road will ask for parking permits even though they are not residents.	As a commercial property they will be eligible to apply for a business permit which will allow them to park in any 'all permit holders only' bay. With regards to business permits, an initial limit of 100 permits has been set which will be kept under review.
	I live in South Road and I'm concerned that vehicles will be displaced into my street making it difficult for me to park.	South Road is not within the boundary of the CPZ, any impact will be reviewed following implementation.
	There is an issue at present with vehicles parking across the front of the block of 4 garages on Oxford Road preventing access. The garages have a dropped kerbs, can this issue be investigated as part of the parking proposals.	The current proposals include 'no waiting at any time' outside the lockup garages.
	Wilton Road should be prioritised as there is never space for residents to park.	The proposals for Wilton Road include residents permit holders only on the northern side, outside the houses, and a combination of all permit holders only and No Waiting at any Time, on the southern side.
115	Dissatisfied with scheme / requests changes <i>Additional comments</i>	
	The scheme should be evenings and weekends only.	Following two rounds of consultation the most appropriate hours of operation for the scheme have been deemed as Monday - Saturday, 8am - 6pm. There will be a further statutory stage of consultation where anyone can formally object to one or more of the proposals.
	Parking should be free. Parking on the high street should be 3 hours and free. Side roads should be 3 hours free.	The City Council cannot commit to any funding after implementation so if there is a demand for the scheme then it would need to be self-financing. The cost of permits is set to cover on-going operation, administration and maintenance costs only.
	All areas of the town centre should be free of charge for a defined period followed by charging after this time. This would encourage a turnover of vehicles and not be simply a revenue raising, trade reducing procedure. Trading in Erdington is extremely difficult as we are competing with shopping complexes which offer free parking. Our trade will suffer with the further parking restrictions resulting in job losses and further shop closures. Our business will suffer a financial loss as many of our customers park outside the shop for a few minutes and will be put off by the inconvenience and cost of payment. The City Council should offer to take over our lease or compensate us for the loss we will incur.	Permit schemes are intended to help manage parking issues for the benefit of the local community. Pay for parking on Sutton New Road and limited waiting on the High Street will encourage turnover of vehicles.

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Imposing a 4 hour limit for parking on the central reservation in Sutton New Road could be of benefit to increasing the turnover of vehicles but this is outweighed by the imposition of paid parking on Cotton Lane, York Rd Barnabas Rd and New St.	The restrictions are designed to allow people to find space when visiting local businesses and not intended for long term use.
Having some parking free and some paid for in the same road will result in confusion, penalty fines incurred, resentment from customers and further loss of business.	The scheme will provide adequate signs and road markings to avoid confusion.
The proposals are an attempt to raise income which will result in less prosperity for the town and long term reduce council income.	The scheme is designed to be self financing and cover the cost of enforcement and is not looking to raise any additional revenue.
There should not be permit restrictions on the outskirts of the high street, this is where people park who refuse to pay for parking.	69% of respondents to the 2012 survey were in favour of parking controls. Permit schemes are intended to help manage parking issues for the benefit of the local community.
There needs to be more long term parking near the High St.	Short term parking near the High Street is intended to encourage the turnover of vehicles to benefit businesses.
There is no allowance for long stay parking.	Vehicles wishing to stay longer can park in the car parks.
As I worker I will no longer continue to shop in Erdington if I cannot park near to where I work.	69% of respondents to the 2012 survey were in favour of parking controls. Permit schemes are intended to help manage parking issues for the benefit of the local community.
Staff at local businesses should be offered a discount to buy permits for parking at the council car park on Sutton New Road and larger car park at Orphanage Road.	Business permits will cost £125 per year equating to approximately 50p per day. The price is consistent for all CPZs across the city.
I need to be able to park to maintain various properties in the area, as properties are rented tenants are unlikely to pay for me to park.	Tradesmen must show a valid permit to park. Single use permits for visitor are available and will operate like scratch cards, displaying the date on which they are used if the visitor needs to park at any time during the restriction.
The current car parks are in poor state of repair and lack maintenance. There should be complimentary 2 hour parking in these car parks.	Your comments have been forwarded to Highways for consideration.
Existing parking restrictions need enforcing.	The City Council has limited resources and carries out enforcements to its available budget, the proposed scheme will be enforced as required.
Residents currently block access to storage facilities in Mason Road, will the City Council take action against these residents once the permit scheme starts?	Mason Road is to be a mix of Residents only parking and no waiting at any time restrictions. Residents parking outside of the bays on no waiting at any time restrictions can be issued with a penalty charge notice.
There is very little disabled parking provision within the proposals.	Current legislation does not allow for advisory disabled bay markings within a permit parking bay. A further round of consultation has been conducted with residents identified as having advisory bays and those who have requested to keep dedicated bays will have a formal bay provided. They must show both a blue badge and a valid permit to park in these bays. Further disabled bays for all blue badge holders are expected to remain on High Street, Barnabas Road, Mason Road and Wilton Road for the sole use of badge holders outside the permit zone.

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	It would be beneficial to have at least one designated blue badge parking bay along the proposed parking area from 184 - 202 Sutton New Road. Additional disabled parking bay/s along the section of Sutton New Road (184-202).	The disabled bays outside no.202 are now included in the plans.
	There needs to provision for parents to pick up children from school.	The City Council is looking to encourage more sustainable travel methods therefore specific parking for parents picking up children will not be provided.
	Residents only is not suitable for Trafalgar Road. It will push occasional business parking on to Church Road which is already congested.	The proposals include 'all permit holders' bays on some of Trafalgar Road.
	Orphanage Road, between the library and the fire station is currently listed as paid parking, as these properties are local businesses they should be treated the same as the High Street which is limited waiting.	The proposals have now been amended from pay for parking to limited waiting, maximum stay 2 hours, Monday to Saturday.
	Permit parking should be extended further into the roads surrounding Erdington train station as the proposals for Sutton New Road will displace people currently parking in this area.	The extent of the scheme was decided during the feasibility study and the success will be monitored post implementation.
	As the Orphanage Road development is no longer going ahead can this area be used for parking?	This is outside of the scope of the CPZ proposals.
122	Object to the scheme <i>Additional comments</i>	
	Residential permits should run in the evenings and at weekends, and not affect the High Street and the surrounding shopping areas. Please limit the restrictions outside of the core working time.	Following two rounds of consultation the most appropriate hours of operation for the scheme have been deemed as Monday - Saturday, 8am - 6pm. It is in the interests of consistency across the scheme that different times are not being introduced in different areas i.e. near Erdington Skills Centre.
	Residents shouldn't have to pay to park outside their home. The scheme should not go ahead. Further restrictions should not be in place during normal trading / working hours.	69% of respondents to the 2012 survey were in favour of parking controls, if we do not implement a scheme the current parking situation is likely to get worse in the future. Permit schemes are intended to help manage parking issues for the benefit of the local community.
	The existing parking arrangements where people can pull up and park on the side of the road and access shops and businesses easily is preferential to any restrictions.	The need for a parking scheme was established following consultation with businesses and residents in the area.
	Restrictions will encourage shoppers to use other complexes where parking is free. The charges that are being proposed may help boost income to the City Council in the short term but could hurt their income in the long term with more shops empty and less local businesses on the high street. Charging for parking will negatively impact on trade. A better understanding of the area is needed. The scheme will not have a positive Impact on the area in its current form. Parking is already limited, this scheme will make it worse.	Permit schemes are intended to help manage parking issues for the benefit of the local community. Following two rounds of consultation with businesses and residents in the area the proposals are deemed to be the most suitable compromise to move the scheme forward.

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Workers cannot afford to pay for parking.	Business permits will cost £125 per year equating to approximately 50p per day. The price is consistent for all CPZs across the city.
Provide free short and medium term parking to attract customer into the area.	This is part of the scheme proposals.
It is in the interests of all parties (customer, tenants, residents, property owners and the City Council) that a mutually acceptable solution to the future parking is reached.	The proposed scheme follows two rounds of consultation with the community and this is deemed as the most suitable scheme to move forward.
The scheme may lead to a lack of demand for future tenancies which may result in properties being converted from commercial to domestic which will then lead to a reduction in tax revenue to the City Council. Proposals will deter potential customers from using the commercial properties in this area. Erdington High Street already suffers from an increasing amount of empty properties, this scheme will make it worse. The scheme will mean employers struggle to recruit and retain staff due to parking issues.	Permit schemes are intended to help manage parking issues for the benefit of the local community. The success of the scheme and it's impact will be reviewed following implementation.
There should be no parking restrictions are placed in Newman Road or the central reservation - this would give residents, shoppers and local businesses the opportunity to have one road within the whole scheme where no restrictions or payments are required. Alternatively the high street and central reservation could be paid for and time restricted leaving the majority of side rides free for residents, shoppers and businesses, all of whom pay rates and bring revenue into the area.	There are sections of free limited waiting throughout the scheme for shoppers along with the other provisions for residents and businesses.
The scheme will result in far more people parking across our entrances and delivery areas, can the City Council assure us of how they will address and police this?	The City Council employ a parking enforcement contractor who can issue a Penalty Charge Notice to a vehicle, except an emergency vehicle, which is parked in contravention of the restrictions.
Business may have to consider relocation due to the negative impact of the scheme.	Permit schemes are intended to help manage parking issues for the benefit of the local community. Pay for parking on Sutton New Road and limited waiting on the High Street will encourage turnover of vehicles.
There should be permits to park on the surrounding roads for workers.	Business permits will allow workers to park in any of the 'All permit holders only' bays around the area.
The cost difference between business permits and residents permits is disproportionate.	Business permits will cost £125 per year equating to approximately 50p per day. The price is consistent for all CPZs across the city.
Property owners do not have rights to the road outside their house, parking should be on a first come first served basis.	The scheme is intended to manage current issues within the area with regards to parking and is proposed as a compromise to all parties.
Workplaces do not provide enough car parking for employees.	This is the responsibility of individual businesses and is not within the scope of the CPZ proposals.
Does a permit guarantee a bay? Residents are likely to take permits even if they have	Unfortunately permits cannot guarantee a parking space in a bay.

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The City Council as an employer require workers to be in the office three days a week, parking restrictions will affect productivity as it will take more time to park / walk from the car to work.	The scheme is intended to help manage parking issues for the benefit of the local community.
The City Council should provide parking permits to City Council workers based Sutton New Road at a low cost or none at all.	Business permits will cost £125 per year equating to approximately 50p per day. The price is consistent for all CPZs across the city. (BCC workers at city centre offices do not get free parking.)
Existing parking restrictions need enforcing.	The City Council has limited resources and carries out enforcements to its available budget, <u>the proposed scheme will be enforced as required.</u>
Maintain the 2 Blue Badge Bays outside no. 202 Sutton New Road.	The disabled bays outside no.202 are now included within the plans, they will be subject to a time limit to encourage vehicle turnover.
I am prepared to pay for a business permit but feel there wont be enough parking for workers.	An initial limit of 100 business permits has been set which will be kept under review.
Why did Birmingham City Council choose to move several of its major departments to offices within the impact zone when this was clearly going to make the parking situation worse?	The parking situation would have been affected by any organisation utilising the buildings and therefore needs to be managed accordingly.
Can individuals purchase business permits when employed in the impact zone rather than the business itself ?	Business user permits can be purchased by anyone who works in the area.
There needs to be more allowance for longer stay parking.	This is contrary to the schemes principle aims which are to allow residents and shoppers <u>adequate parking for the benefit of shops within the area.</u>
A multi story car park should be built for shoppers.	This is outside of the scope of the CPZ proposals.
There should be areas of parking for workers in the area to park free of charge as businesses would not operate without them.	It is not the responsibility of the City Council to provide parking for individual businesses.
I am disabled and need to park within a few metres of my workplace. I have already paid for my Blue Badge and don't feel I should be penalised and have to pay again. I'm disabled and need to park all day. Blue badge parking provisions are inadequate for the High Street.	We are maintaining the existing levels of blue badge parking on the high street. There are a number of disabled bays available for blue badge holders throughout the scheme area.
Residential parking will result in many unused spaces that could be better utilised for us working in the area. The scheme should be evenings and weekends only.	We will review the operation of the scheme following implementation.
Residents parking schemes are expensive for residents and require proper enforcement to work, the City Council will not provide regular monitoring and removal of offending vehicles.	The City Council employ a parking enforcement contractor who can 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 Erdington will be considered as appropriate, alongside existing priorities elsewhere. The Council cannot commit to any funding after implementation so if there is a demand for the scheme then it would need to be self-financing. The cost of permits is set to cover on-going operation, administration and maintenance costs only.

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<p>This scheme is primarily to make money, rather than penalise workers why not charge to park on the High Street next to the shops and leave the side roads be?</p>	<p>69% of respondents to the 2012 survey were in favour of parking controls. The City Council cannot commit to any funding after implementation so if there is a demand for the scheme then it would need to be self-financing. The cost of permits is set to cover on-going operation, administration and maintenance costs only.</p>
<p>Most parking inconvenience is caused by short stay car parking using the shopping area (this includes the majority of cars incorrectly parked in front of gates, across entrances, on restricted areas) not by the people who work in the area.</p>	<p>Enforcement of the whole area will be conducted following implementation of the scheme.</p>
<p>Existing car parks that charge are full already by 9am, workers that need to park after this will struggle to park. Further restrictions on street parking will make it even more difficult to find spaces in the limited pay and display car parks.</p>	<p>Business user permits can be purchased by anyone who works in the area and will allow workers to park in any of the 'All permit holders only' bays around the area.</p>
<p>Why should we have to pay for business permits when we pay road and council tax?</p>	<p>Vehicle and council tax do not contribute any budget towards parking controls.</p>
<p>People who work at buildings along the high street should get permits to park as they are the same as residents between working hours on Monday to Friday. How will workers who use their cars to carry out local government duties be able to park?</p>	<p>Business user permits can be purchased by anyone who works in the area.</p>
<p>The only paid for and limited parking should be car parks, the central reservation and the High Street.</p>	<p>Paid for parking / limited waiting areas are designed to encourage turn over of trade.</p>
<p>The restrictions should not apply to Birmingham City Council employees. Employees travelling from a different city should be given priority permits.</p>	<p>Restrictions apply to everyone equally.</p>
<p>If the proposal does go ahead I shall be making a point of boycotting all business in this area. It's a proposal that benefits people who do not work.</p>	<p>Permit schemes are intended to help manage parking issues for the benefit of the local community.</p>
<p>What is the parking fee revenue to be used for and how does the money raised benefit the community?</p>	<p>The cost of permits is intended to cover on-going operation, administration and maintenance costs only. Any surplus will be used in accordance with guidance set out by government.</p>
<p>How will the parking scheme affect businesses in the area?</p>	<p>The scheme is intended to improve the turnover of trade of local businesses.</p>
<p>I already pay for my parking on the car park - if we all have to park on the car park there will be no spaces for all of us.</p>	<p>The scheme proposals are intended for the benefit of the whole community.</p>
<p>How many residents are there in the given area, and how many have raised concerns ? (As opposed to the percentage of respondents that would like to see changes).</p>	<p>There have been two rounds of consultation with local residents and businesses to develop the current scheme and there will be a further statutory stage of consultation where anyone can formally object to one or more of the proposals.</p>
<p>Why do business permits cost so much more than resident ones? Many residents have off street parking, whereas businesses mostly do not.</p>	<p>The price of permits are consistent for all CPZs across the city.</p>
<p>I would rather use pay and display parking than buy a permit.</p>	<p>Pay and display parking will still be available in the area.</p>

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	Traders on Orphanage Road rely on the free parking outside their businesses, removing this would unfairly discriminate against them.	The proposals have now been amended from pay for parking to limited waiting, maximum stay 2 hours, Monday to Saturday.
	There has been no consultation for the loss of the parking area by the Fire Station (new Leisure Centre).	The development of the leisure centre was a separate exercise and was not able to be included as a part of this consultation.
	There should not be charges for parking on Sutton New Road, the present 2 hour limited waiting is currently adequate.	Parking charges on Sutton New Road have been included at the instruction of the former Cabinet Member for Development, Transport and the Economy.
	Summer Hill Terrace has private parking bays allocated for every resident, why do they need additional parking?	There is no Summer Hill Terrace within the CPZ proposals, however roads with existing allocated spaces have been included within the CPZ proposals at residents request as they will need parking on street for visitors / trades persons etc.
	The scale of these plans seems a little too large and affects streets away from the high street which are often empty currently. Trafalgar Road should be omitted from the scheme, it is currently free to park on and there are ample spaces there everyday.	Roads have been included within the scheme at the request of residents, some of which may be concerned about displaced parking. Trafalgar Road has a mixture of residents only and all permit holders only parking.
40	Don't know / no opinion / did not provide a final answer <i>Additional comments</i>	
	The scheme should be extended to Saturdays.	The proposed times are 8am - 6pm, Monday to Saturday.
	Who will be able to apply for permits?	Residents will be able to purchase a permit for a specific vehicle allowing them to park in any space reserved for permit holders, identified by signs. The owner of the vehicle must live at the property to which the permit has been issued. Workers in the area will also be able to purchase business permits, this will allow them to park in certain bays, identified by signs.
	Will residents from other streets be able to park in any road? I'm concerned that this will cause parking displacement.	Residents holding a permit will be able to park in any space reserved for permit holders, identified by signs. This will not be limited to certain streets.
	I would not be in favour of permits that are registration number specific as my vehicle can change with little notice.	If you change your vehicle you will need to apply for a replacement permit, specific to the registration of the new vehicle, at a cost of £11.00.
	I would not be in favour of permits that are registration number specific as I would like other people needing to attend to my property to be able to use my main permit while I am at work.	Permits are vehicle specific and not transferable.
	The cost of the permits are too high - especially as there is an admin cost to change your car. Each household should be given one free permit and made to pay for the remaining ones they want.	The City Council cannot commit to any funding after implementation so if there is a demand for the scheme then it would need to be self-financing. The cost of permits is set to cover on-going operation, administration and maintenance costs only.
	How will this help people who live here and those families who have multiple cars per household who will struggle to park even with a permit?	The scheme is intended to remove non residential parking in order to free up space although no guarantee of a space is available if residents have multiple cars. Residents will initially only be able to purchase a maximum of 2 permits per household, this will be subject to review.

Appendix D - Erdington CPZ Consultation Summary

Any successful proposal should be subject to a consultative review after 12 months.	The City Council has allowed for a post implementation review to be conducted.
Permit schemes in other areas have made parking worse. If implemented this is going to make certain roads even worse than they are now.	Permit schemes are intended to help manage parking issues for the benefit of the local community. The success of the scheme and it's impact will be reviewed following implementation.
Why would we need a permit if we have a drive? We have a drive but what about visitors?	If you park on private land such as your own driveway, then you will not be required to purchase a residents permit, but you will need to purchase visitor permits if you or any visitors need to park on the road.
I understand I will be given five permits for £3.00, is each permit is only valid for one day at a time, meaning family members who visit will need to use a permit per day? Will I need to use a visitor permit for tradesmen?	If you do not own a private vehicle you will still be able to purchase visitor parking permits for family, friends and trades people. Carer permits can be issued to Health Service workers and professional carers. Residents can purchase books from the City Council containing 5 single-use permits for any visitors. These are like scratch cards and must display the date on which they are used if the visitor needs to park at any time during the restriction. Tradesmen will need to display a valid visitor permit.
Workplaces do not provide enough car parking for employees. I have no objection to paying to park but there needs to be more parking for workers.	This is the responsibility of individual businesses to provide adequate employee parking and it is not within the scope of the CPZ proposals.
How do you propose to allow people who work in the area to continue to park all day and therefore continue to work here when their employers will not provide permits or <u>are unable to provide sufficient parking?</u>	Business user permits can be purchased by anyone who works in the area and will allow workers to park in any of the 'All permit holders only' bays around the area.
I start work at 7.30am, so if I purchase a permit, I wont be able to use it when I get here. So what would I do in the meantime?	You will still be able to park in a 'All permit holders' bay displaying your permit, 8am is the time enforcement will start, prior to this anyone can park in the bays.
I would like to know the cost of the permits as staff will have to pay for themselves.	Business permits will cost £125 per year equating to approximately 50p per day. The price is consistent for all CPZs across the city.
Workers spend a lot of money on the high street, this scheme will discourage that.	Permit schemes are intended to help manage parking issues for the benefit of the local community.
Could land be obtained (i.e. old Colliers building?) to provide additional parking?	This is outside of the scope of the CPZ proposals.
Public transport links to where I live are inadequate.	The City Council is encouraging sustainable travel into the city.
Will the waiting restrictions be enforced?	Enforcement of any new restrictions in Erdington will be considered as appropriate, alongside existing priorities elsewhere.
Where 'no waiting at any time' is applicable, does this extend to people who park on the pavement ignoring double yellow lines, which seems common practice?	The City 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. Double yellow lines include to the back of footway.
I would like to see parking on grass verges stopped as it blocks views when pulling off drives.	Your comments will be forwarded to the District Engineer for consideration.

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<p>I have mobility problems and am concerned about being able to park. Will people still be able to apply for disabled parking bays outside their properties?</p>	<p>No advisory disabled bays can be marked out within a permit zone and existing road markings will need to be removed, a further round of consultation has been conducted with residents identified as having advisory bays and those who have requested to keep dedicated bays will have a formal bay provided. They must show both a blue badge and a valid permit to park in these bays. Further disabled bays for all blue badge holders are expected to remain on High Street, Barnabas Road, Mason Road and Wilton Road for the sole use of badge holders outside the permit zone.</p>
<p>The benefits to residents will be limited unless parking restrictions on Edwards Road are either lifted or greatly relaxed on Saturdays.</p>	<p>Roads have been included within the scheme at the request of residents, some of which my be concerned about displaced parking.</p>
<p>Clearer details regarding the central parking along Sutton New Road need to be provided. I am concerned about parental parking in the area when picking up children.</p>	<p>The proposals for the central reservation on Sutton New Road are pay for parking, maximum stay 2 hours, Monday - Saturday, 8am - 6pm.</p>
<p>Dunvegan Road already has issues with inconsiderate parking blocking access to residents drives.</p>	<p>Following the consultation and the lack of support for controlled parking in Dunvegan Road, this road has been removed from the scheme.</p>
<p>The scheme will force those who now park at the town end of Mason Road, down the road to where limited waiting is to be introduced, and therefore further increase parking problems.</p>	<p>The limited waiting is for the businesses at that end of Mason Road.</p>
<p>Moor End Lane cannot be made to be 'no waiting at any time' because a number of houses have no off road parking. It would make more sense to have Moor End Lane as a resident scheme too, if there is going to be a scheme at all.</p>	<p>The extent of the 'no waiting at any time' has been reduced following feedback from residents but bays are not currently proposed as the majority of residents currently have off street parking. There will be further statutory stage of consultation where anyone can formally object to one or more of the proposals and any impact can also be reviewed post implementation.</p>
<p>Parking should be made free on the BCC car Park on Edwards Road / Orphanage Road for residents - that would greatly help.</p>	<p>This car park has now been decommissioned and is unavailable for development for this scheme.</p>
<p>Spring Hill already has problems with parking, could this be alleviated with allowing a small number of residents to park in Dawson Court?</p>	<p>Dawson Court is private land and outside the jurisdiction of the City Council.</p>
<p>Swan Gardens already pay a service charge, it is unreasonable to ask residents to pay for parking permits too.</p>	<p>If you park on private land such as your own driveway or an off-street designated space, such as those in Swan Gardens, then you will not be required to purchase a residents permit, but you would need to purchase visitor permits if you or any visitors need to park on the road.</p>
<p>Parking in Swan Gardens needs to be on one side of the approach road only and not on the pavement, overhanging trees and shrubs need cutting back. Parking on both sides of the road in Swan Gardens causes access issues. Parking on the pavement in Swan Gardens is an issue, any scheme that restricts parking is a positive.</p>	<p>The proposals for Swan Gardens include 'no Waiting at any time' on the SE side of the road, so parking will only be permitted on one side.</p>