

# APPENDIX 3 CONSULTATION RESPONSES

<b><u>DATE</u></b>	<b><u>CONSULTEE</u></b>	<b><u>ORGANISATION</u></b>	<b><u>KEY COMMENTS</u></b>
<b>08.10.2020.</b>	<b>Dawn Beaumont</b>  <b>Head of Library Services – Chief Librarian</b>  <b>cc. Ilgun Yusuf Lee Mills</b>	<b>LIBRARY OF BIRMINGHAM</b>	<ul style="list-style-type: none"> <li>• Loss of important local Car Parking Facilities for LoB customers including those that are Disabled and travel as families.</li> <li>• Loss of parking for visitors to Birmingham – LoB is a significant visitor attraction enjoying 1 million customer visits per annum.</li> <li>• Loss of footfall and revenues associated with the above – visits to the Libraries Café etc</li> <li>• Loss of footfall to Centenary Square and the area in general and any spin off that has for the Library</li> <li>• Loss of local parking for LoBs Exhibition and events programme – which includes LoBs hosting of Bham 2022 opening events where significant crowds and dignitaries are expected to attend</li> <li>• Loss of local parking facilities for LoBs Conferencing and Gala Dinner Business which brings very significant revenue in to the Library</li> <li>• Loss of parking and potential footfall to Theatre goers attending The REP Theatre which conjoins the Library and impact on the night time economy in the area</li> <li>• The REP and Library benefit from each other's footfall and cross sales and marketing opportunities and revenue streams associated Café/Conferencing/Gala Dinner/Shop/Exhibitions/Events etc</li> <li>• The Library rents its 300 seater Studio Theatre space to The REP and the 2 businesses are intertwined – an issue for The REP by its nature becomes an issue for the Library.</li> <li>• The REP and the Library of Birmingham share facilities/some operations and systems – a detrimental impact on The REP business affects their ability to service their payments to the Library for services and the wider Council (This is already a live issue due to Covid-19)</li> <li>• Loss of Staff car parking facilities for LoB and Theatre staff</li> <li>• Loss of staff bicycle store as part of LoBs staff green transport policy – and BREEAM score associated with that</li> <li>• Loss of contractor parking for Library site visits to keep building maintained</li> </ul>
<b>09.09.2020.</b>	<b>Nigel Cairns</b>  <b>Theatre Operations</b>	<b>TOWN HALL</b>	The lack of car parking within easy walking distance for our customers, visitors and audience members as well as those for the Library of Birmingham, Symphony Hall and the ICC is

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	<b>Manager</b>  <b>Birmingham</b> <b>Repertory</b> <b>Theatre</b>  <b>cc. Rachael</b> <b>Thomas</b>		<p>far from ideal. We know that this car park is used a great deal by our audiences with The REP's auditoria alone holding up to 1250 per night.</p> <p>There <i>are</i> a limited number of accessible parking spaces on Brindley Drive but this assumes that everyone with a mobility issue is a badge holder. They are not.</p> <p>This is also the nearest car park available to contractors who work in the Library as well as The REP. Neither of our buildings have parking spaces and the parking attendants who patrol Cambridge St aren't particularly understanding when we need to put vehicles on the pavement outside our buildings despite the fact that the pavement is particularly wide.</p> <p>COVID-19 has and, I suspect will, mean that visitors to the city will limit their use of public transport. Not to have sufficient car parks in the city centre at this point in time may deter visitors or lead to problems caused by on street parking. Recent traffic changes in this area already mean that it becomes grid locked if the NIA holds a major event at the same time as the other venues are running.</p> <p>In the long term, the city is committed to introducing a Clean Air Zone. While this is to be applauded the lack of Park &amp; Ride facilities outside the zone mean that customers will still want to travel into town in their own vehicles and will require car parking facilities. At one of the CAZ presentations I asked about Park &amp; Ride and was told that the income from the charges would pay for creating these facilities. This would take approx. 2 years. If the car park really has to go maybe its demise should wait until visitors to the city have viable alternative options?</p>
09.09.2020.	<b>Stephen</b> <b>Maddock</b>  <b>Chief Executive</b>	<b>CITY OF</b> <b>BIRMINGHAM</b> <b>SYMPHONY</b> <b>ORCHESTRA</b>	<p>Our delay has been affected by summer holidays and the preparations for our Centenary concert last Saturday.</p> <p>Our response to this proposal remains essentially very simple:</p> <ul style="list-style-type: none"> <li>• It is very hard for audiences (once concerts resume at Symphony Hall, but also performances at the Rep and other city centre venues) to find reliable affordable parking in the city centre.</li> <li>• This has been true for years, and until March we</li> </ul>

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			<p>worked very hard to try to persuade audiences to travel on public transport, especially once the tram line opened to Centenary Square.</p> <ul style="list-style-type: none"> <li>• But Covid has changed all this and our audiences tell us that once we restart public concerts their biggest concern is about using public transport. Many of our attendees are quiet elderly so they do not feel secure other than when driving</li> <li>• Therefore any reduction in city centre car parking – especially those few that are near ICC / Symphony Hall / The Rep – feels short-sighted at present and we would not support it.</li> </ul> <p>I hope this is clear, and thank you for allowing us to make these late contributions.</p>
<b>04.09.2020.</b>	<b>Councillor Kath Hartley</b>	<b>WARD MEMBER BIRMINGHAM CITY COUNCIL</b>	No comments.
<b>19.08.2020.</b>	<p><b>Nick Reed</b> <b>Chief Executive</b></p> <p><b>cc. Nick Loveland</b></p> <p><b>cc. Councillor Ewan Mackey</b></p>	<p><b>TOWN HALL SYMPHONY HALL</b></p> <p><b>WARD MEMBER BIRMINGHAM CITY COUNCIL</b></p>	<p>This car park is very well used, demonstrating demand. Access is a significant issue for many of our audiences who often site infrequent or unreliable public transport as barriers to visiting our venues. We attract visitors from many outlying regions where public transport is not a viable option. We support and promote the metro and public transport in general, but we need provision for drivers. This car park adds significantly to the provision of disabled parking spaces in the region. With an ageing population the demand for such spaces will grow rather than decline.</p> <p>The Covid 19 pandemic has prompted considerable unease about using public transport which will inevitably push private transport, particularly for leisure use. The incidence of homeworking has and will continue to push down commuting traffic and this should be offset against the need to provision for evening car usage in overall traffic and air quality management.</p> <p>The whole cultural sector is currently reeling from the pandemic and music venues and theatres are hardest hit, being unable to open. This is impacting massively on the night time economy of the City. When we resume operations we need to make it is easy as possible for audiences to visit us, to kick start not only our sector but those that depend on us. There is likely to be a long period of transition - to withdraw car parking and limit access now seems completely counter intuitive.</p> <p>The public realm between Victoria Square and Centenary</p>

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			<p>Square has quickly grown into a jewel in the city centre and an emerging leisure destination in it's own right. The Rep, The Library and Symphony Hall – with a new frontage opening onto the square – comprise a vibrant cultural quarter. This is pedestrianised oasis, but it is in danger of becoming completely land-locked. The Brindley car park is a discreet access point that supports this space.</p>
14.08.2020	<p><b>Allan Boyle</b> General Manager</p>	<p><b>ICC NEC GROUP CONVENTIONS</b></p>	<p>If I am right in thinking this is the carpark that is by the gardens at the back of Baskerville House. ICC event clients tend to use the Arena carpark, so currently not a major impact.</p>
11.08.2020	<p><b>Susanna Reid Barriero da Silva</b> Commercial Director</p>	<p><b>UNIQUE VENUES BIRMINGHAM</b></p>	<p>Unique Venues Birmingham (UVB) is a commercial venture between Birmingham Repertory Theatre (The REP) and the Library of Birmingham and was created to unlock the potential for conferencing and hospitality opportunities offered within the two iconic buildings on the historic Centenary Square in the centre of the city. We are now in our third year of a thriving business and 25% of our business travel by car and require a car park close to the venue. This will see a downturn in revenue which will result in £500K worth of lost business. UVB is jointly governed by Birmingham City Council (BCC) and The REP so in return BCC will be directly impacted financially.</p> <p>Delivering events requires staff to be in very early in the morning and to stay very late. So a good proportion of our staff use the car park and feel safe to do so as it is a short distance from both venues. We also know since the pandemic more staff are looking to travel in by car and not public transport for obvious reasons.</p> <p>As you can appreciate the disposal of Brindley Multi-Storey Car Park, Cambridge Street will have a dramatic effect to our financial position and also staff welfare.</p>
10.08.2020	<p><b>Rachael Sanders</b> Investment Manager</p>	<p><b>FEDERATED HERMES</b></p>	<p>We as Britel Fund Trustees Limited have the right to use 100 car parking spaces in the Brindley Place car park under its Baskerville House lease (attached for your reference).</p> <p>We have been informed that the Council intends to</p>

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			<p>demolish and redevelop the car park. If the Landlord wishes to redevelop the car park, it must provide Britel Fund Trustees Limited with alternative spaces within one mile of the car park during the redevelopment, and complete the redevelopment as soon as reasonably practicable to minimise disruption (Lease clause 3, and Second Schedule, paragraph 2).</p> <p>The 100 spaces must also then be available after the redevelopment. Complete demolition/closure would amount to derogation from grant and breach of contract.</p>
03.08.2020	Councillor Albert Bore	WARD MEMBER BIRMINGHAM CITY COUNCIL	I can support the closure and demolition of the car park, once the new Paradise car park is operational, and then the development of the site.
03.08.2020	Councillor Debbie Clancy	WARD MEMBER BIRMINGHAM CITY COUNCIL	<p>As a member who called a Request for Call-in which was accepted by the Resources Overview and Scrutiny Committee at the time, I must re-iterate the following objections (as I also did at the time):-</p> <p>As with the Request for Call-in the, the criteria chosen and considerations to be made were based on the following:-</p> <p>The Executive appears to have failed to consult relevant stakeholders or other interested persons before arriving at its decision. It is important to note that the relevant stakeholders are those organisations like the Rep, THSH, CBSO who will be impacted by these proposals but who have all confirmed they weren't consulted and even that the first they heard about it was when it was on the breakfast news the day after Cabinet. Even the Library – which is owned by the Council – weren't spoken to.</p> <p>They are supposed to be key partners, people the council should have a positive and constructive relationship with and yet there was not even a courtesy message to let them know what was happening. The level of concern they had expressed at the time deserved to go back and be considered by Cabinet and certainly now by the Major Projects and Regeneration department.</p> <p>Andrew, please note the following from the initial report to Cabinet...</p>

			<p><b><u>Statements from organisations</u></b></p> <p><b>Rep</b></p> <p><i>we didn't know 'anything about this until it appeared on tv this morning. There has been no consultation whatsoever'</i></p> <p><b>THSH</b></p> <p><i>"Feedback from our audiences always tells us that travel and parking are the biggest disincentives in coming into Birmingham. On that basis, losing one of our nearest car park is not going to help us grow, or even retain our audience" (Nick Loveland)</i></p> <p><i>"Parking is the one thing people always bring up in conversation. We want people to come into the city to enjoy our cultural offering, trains do not connect us sufficiently across the region. People also say there is not enough parking for disabled drivers" (Anita Bhalla)</i></p> <p><b>CBSO</b></p> <p><i>"seems like the very worst kind of short term thinking, and we need all the help we can get at the moment to encourage audiences into the city centre"</i></p> <p>The other criteria was due to the Executive appears to have overlooked some relevant consideration in arriving at its decision. This was regarding the Equality Impact Assessment just says 'not applicable' for all protected characteristics and claims no group will be adversely affected. However the loss of this car park will clearly impact on people with disabilities, the elderly and pregnant women who wish to access the arts on offer around this location. For many it will be the difference between them attending and not but this has not been given any thought whatsoever (even to acknowledge it and try to present an argument on why the detriment won't be as bad as we believe it will be.) Like so many of the EIAs this council does, it has been done as a tick box afterthought. This was one of the main arguments that was agreed for the Request for Call-in to be called in. On the disability note, there have been other occasions, such as transport issues that have tended to argue that other blue badge parking spots are available. However this is a very narrow view of disability whereas the definition of a disability is much broader (any physical or mental</p>
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			<p>impairment that has a 'substantial' and 'long-term' negative effect on your ability to do normal daily activities.) and people who don't meet the threshold for a blue badge will still be classed as disabled and have protections under the Act. They may not need a free parking space right outside but their long term condition may well mean that they need their car and a parking space reasonably close, to feel able to access these venues.</p> <p>Again the decision had already generated particular controversy amongst those likely to be affected by it or, in the opinion of the Overview and Scrutiny Committee, it is likely so to do. We've previously heard already the deep concern from the THSH, CBSO and the Rep about these plans, which is likely to be reflected by the customers as well, especially those who genuinely have no choice but to drive. This is a popular well used car park when there are events on at these venues and hopefully once the pandemic has reduced, it is vital these businesses are given every opportunity to survive, thus needing the car park to enhance customer satisfaction and sales/participation.</p> <p>This also needs to be seen in the context of other measures such as the Clean Air Zone charge, increases to on street parking charges and the proposals in the draft Management Development Plan to have zero parking on any new city centre developments (including what replaces this car park) – all of which are designed to keep cars out of the city centre and all of which will make it harder and harder for these organisations to survive, as well as increasing on street parking problems (and hence congestion) on the outskirts of the city in parts of Ladywood and Edgbaston etc.</p> <p>Another criteria chosen was....there is a substantial lack of clarity, material inaccuracy or insufficient information provided in the report to allow the Overview and Scrutiny Committee to hold the Executive to account and/or add value to the work of the Council. This one flows from the above- because they hadn't consulted properly and because they hadn't properly considered equalities, there cannot be enough information to allow O&amp;S to hold the Executive to account (at the time). There is also the point that an assumption of there being no demand for the car park once the CAZ is implemented and the metro is extended, but there is a substantial lack of clarity as to how they have evidenced this – how many theatre goers will live on the</p>
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			<p>metro route for example, how many would be able to and feel safe to use public transport to get home (or back to wherever they have left their car). The fact is you simply cannot guarantee or know what demand will be like after these are both in place – it would be possible to do some kind of rough estimation (e.g. through a survey) but actually the thing that would make most sense would be to wait and see. There is no financial imperative to sell the car park – it is making a profit for the council, so the regeneration team could and should be waiting 2-3 years, engaging properly with our partners on alternatives and supporting them to promote these to their customers, enhancing their opportunities to survive post Covid-19 pandemic and then making an informed decision based on what actually happens to demand.</p>
01.08.2020	Councillor Ken Wood	WARD MEMBER BIRMINGHAM CITY COUNCIL	<p>I strongly oppose the closure and demolition of this car park.</p> <p>This car park is extremely well used by those visiting the Library, ICC and Symphony Hall and if demolished will only add to the sustainability problems of our key visitor attractions.</p> <p>The car park is also well used by Councillors at meetings and also visitors to surrounding offices, some of whom will have taken the office space based on accessibility to parking</p> <p>If this consultation is to be taken seriously then the proposal to dispose will be dropped.</p>
31.07.2020	Councillor Meirion Jenkins	WARD MEMBER BIRMINGHAM CITY COUNCIL	<p>I strongly support Cllr Alden's comments below in respect of this car park.</p>
30.07.2020	Councillor Robert Alden	WARD MEMBER BIRMINGHAM CITY COUNCIL	<p>I strongly oppose the closure and demolition of this car park.</p> <p>The Car park is clearly well used, it is vital for the sustainability of the Birmingham Library, the ICC, Symphony Hall and the Rep theatre going forward. Indeed one only have to look at the level of occupancy and the queues by the car park in evenings to see how vital it is for providing parking for evening shows.</p> <p>It is therefore vital that the car park is retained, particularly at this current time to prevent even further risk to this vital</p>



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			<p>cultural venues.</p> <p>The Car park is also well used by Councillors and is needed for parking at meetings etc and is used by a number of the surrounding office blocks as well. Some of which were located there due to the access of the car park.</p> <p>Therefore it can be seen that the car park is well used in both the day time and the evening and so the disposal of it would be very foolish as it is clearly needed for parking still.</p> <p>I would strongly urge this proposal is dropped even at this late stage.</p>
<b>30.07.2020</b>	<b>Councillor Adam Higgs</b>	<b>WARD MEMBER BIRMINGHAM CITY COUNCIL</b>	<p>I strongly object to the closure and demolition of the car park. Not only is it well used by Councillors, but also for workers in nearby office buildings and those who are visiting the ICC, Symphony Hall, library, REP and other parts of the city. It is certainly not surplus to requirements. Even at this late stage I would urge for this proposed demolition to not go ahead. It is vital that we support local businesses and enterprise in these times and demolishing this very well used car park will do nothing to support that. Its demolition will also mean a loss in revenue from parking charges. I hope the Council leadership reconsiders this matter.</p>
<b>30.07.2020</b>	<b>Councillor Mike Leddy</b>	<b>WARD MEMBER BIRMINGHAM CITY COUNCIL</b>	<p>There are a sizable number of councillors who do use the car park, particularly on Full Council days along with whatever street parking can be found within the environs of The Council House. I full accept that there are also car parking at Snow Hill, however at certain times of the year obtaining a car space is almost impossible at Snow Hill, particularly with the developments along Snow Hill itself now complete.</p> <p>I do remember that the current leader did promise that there would be sufficient car parking spaces made available within the new Paradise Development for those attending council meetings and committee meeting when the underground car park was finished, what has happened with that proposal, this was a promise made to Labour group and a strong commitment made to Full Council, otherwise there will most certainly be resistance by members to no alternative provision is the transfer goes ahead.</p>

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<b>28.07.2020</b>	<b>Sue Fleming Key Contracts Officer</b>	<b>Ocean Outdoor UK</b>	Telephone conversation with Helen Burnett, Head of Business & Commercial Development, BCC – to advise on the likely intended disposal and demolition of the multi story car park with advertising panel erected.
<b><u>EMAILS ISSUED WITHOUT RESPONSE</u></b>			
<b>30.07.2020</b>	<b>Councillor Waseem Zaffar</b>	<b>WARD MEMBER BIRMINGHAM CITY COUNCIL</b>	No response.
<b>30.07.2020</b>		<b>HYATT HOTELS</b>	No response.
<b>30.07.2020</b>		<b>COPTHORNE HOTELS</b>	No response.