

Central Erdington Parking Consultation Response 2015

CA-02229
Birmingham City Council

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Erdington is a busy town centre where demand for parking is high. The commercial centre is tightly bound by residential streets and this can create parking issues for local residents. Consultation has been carried out on proposals for the area with the intention of finding a solution to help manage parking.

Quality information

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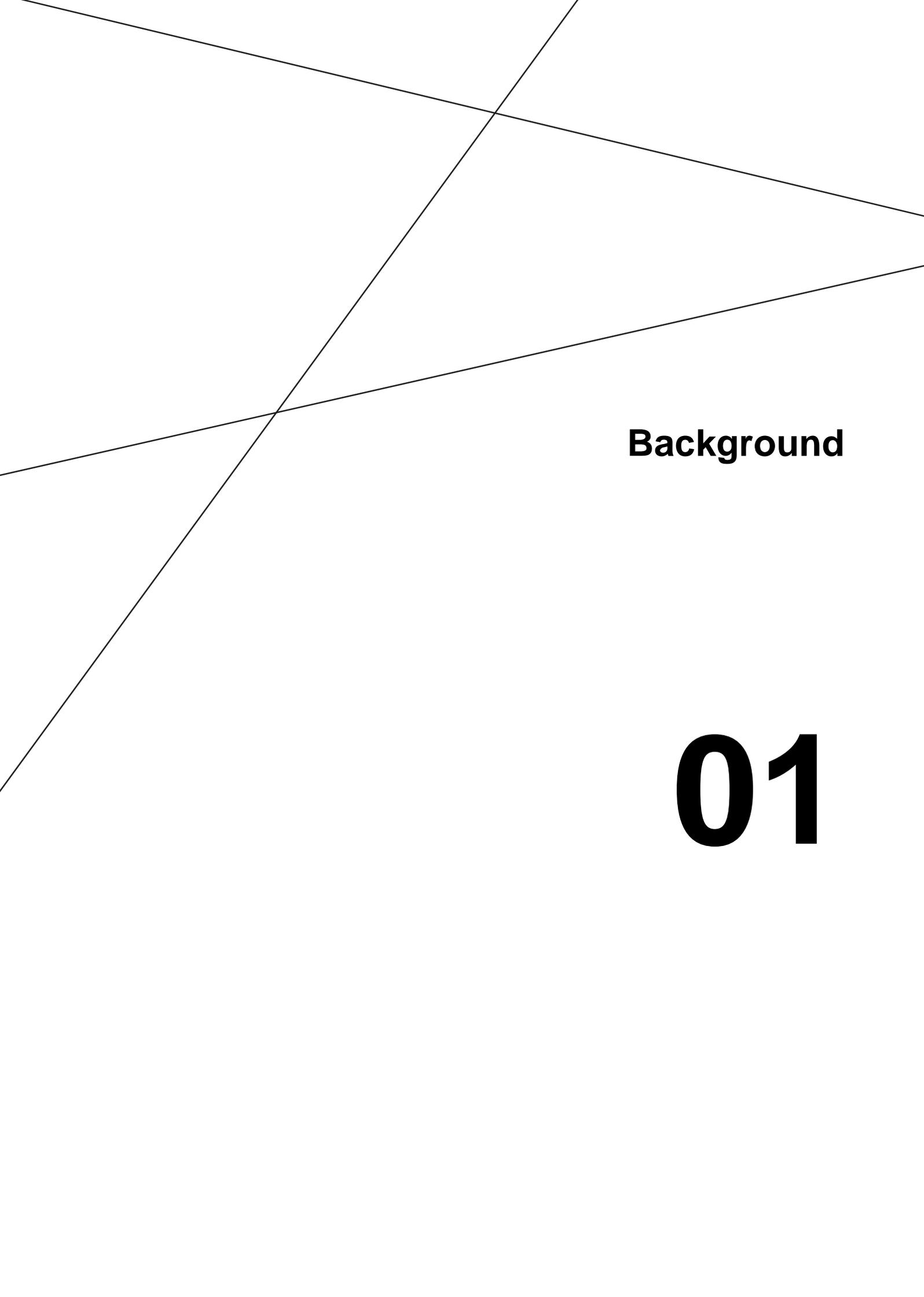
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Background

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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; Erdington was one of the areas identified.

Initial public consultation was carried out in the Erdington Town Centre area in 2012. 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 69% 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 Erdington. It was decided it would be appropriate to carry out further informal consultation to understand what people who visit, live and work in Erdington 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 Erdington Town Centre.



Objective

The proposed measures seek to improve parking in and around the centre of Erdington. Currently the lack of control leads to an inefficient use of available parking space and 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 local workers in the centre through better parking management.

This aim of the parking measures are to help make the local centre more desirable as a 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 2012 are summarised below:

- 2,050 leaflets were distributed, 278 questionnaires were returned with an overall response rate of 14%.
- 69% of respondents were in favour of parking controls across the area. This is above the BCC positive response requirement of 60%.
- 56% of residents at the time stated they would likely purchase at least one resident permit; 70% of employees said they would consider applying for a business permit.
- 73% of respondents agreed with the restrictions being applied from Monday to Friday; 48% commented that the scheme should apply Monday to Saturday.
- 80% of respondents were satisfied with the restrictions being applied from 8am to 6pm. This reduced to 27% for Saturdays.

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

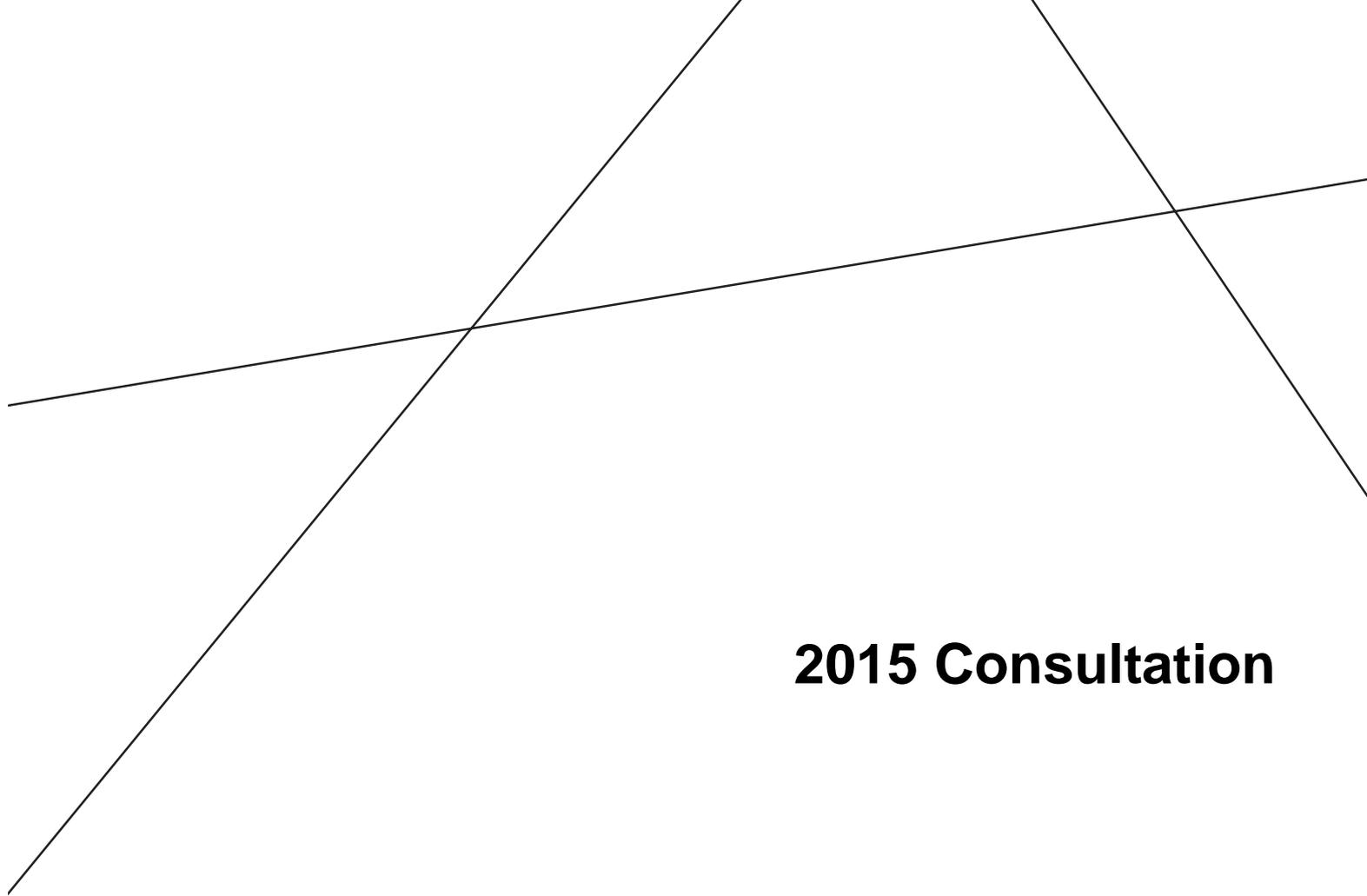
- There were some concerns that the parking scheme would not work due to lack of **enforcement**. This was based on a perception that current restrictions are not enforced.
- Residents generally agreed that the **permits should be free of charge** or low cost. Some expressed concern about a maximum number of permits due to owning more than two cars.
- Providing **permits for visitors** was highlighted as an issue. Residents had questions about how this would work and what it might cost them.
- Local residents asked for **clarity on how the scheme might affect Blue Badge Holders**. Some requested additional disabled bays, particularly around High Street.

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:

- **High Street:** there were concerns from the local residents supported by the Erdington MP that paying for parking along High Street would impact on businesses. Overall this proposal seemed to be unpopular.
- **York Road and New Street:** residents were unsure whether or not permits could be used in pay for parking bays. There was opposition to having parking bays along both roads as suggested on the initial plan.
- **Edwards Road:** residents claimed they often find it difficult to park because of workers and shoppers. In general, residents in this area were in favour of restrictions but did not feel they should have to pay for a resident permit.
- **Mason Road:** residents were not convinced that shared use permit bays would solve parking problems. It is perceived that there will not be sufficient enforcement to guarantee the success of the scheme.
- **Orchard Road:** residents felt they might experience displaced parking if a scheme was to go ahead on surrounding roads. This could also become this case with other residential roads just outside the permit area, such as Fern Road and Moor End Road where no significant restrictions were proposed.
- **Spring Hill and Harrison Road:** it was commented that non-resident parking is not a big issue as there are not enough parking spaces for residents. Residents also felt that there was lack of provision for disabled people in the vicinity.

278 responses were received in 2012; an overall response rate of 14%.

69% of the responses to the Stage 1 consultation were in favour of restrictions.



2015 Consultation

02

2015 Consultation

Methodology

The Stage 2 consultation began on Monday 3rd August 2015 and was set to run for ten weeks until Friday 9th October 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.

Ten key local centres within the target area, including schools, the Police Station, Council offices and the leisure 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.

BCC and AECOM kept in regular contact with Ward Members throughout the consultation and a public meeting was arranged for 16th September 2015. Local people were encouraged to attend to ask questions about the consultation and voice any concerns about the proposals.

As a result of the public meeting it was agreed that the consultation period would be extended for a further three weeks to the 30th October 2015 to allow for additional information to be circulated.

382 responses were received in 2015; an overall response rate of 18.6%.

AECOM distributed a newsletter during week commencing 5th October 2015 to provide feedback and respond to queries that had been raised so far. A Frequently Asked Questions sheet was included to provide local people with more information about the operation of BCC's permit parking scheme and a more detailed breakdown of potential costs. A copy of the newsletter can be found in **Appendix D**.

At this time AECOM also took the opportunity to further promote the consultation and encourage people to take part through web and social media updates.



Response Rate

In total 2050 consultation packs were hand delivered to residents and businesses within the target area in August. The same properties received a copy of the newsletter in October.

The scheme plans shown in **Appendix A** confirm the full extent of the consultation area.

At the end of the extended 13 week consultation period a total of 382 responses had been received. The Stage 2 consultation achieved an 18.6% response rate; BCC have confirmed that this compares well to other public consultations of a similar nature.

Breakdown of Responses

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

Question 1: Personal Details

A total of 381 out of the 382 responses 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 Erdington Town Centre.

73% of those who responded to the consultation were found to be residents of the area, with only 1% of responses from landlords with properties in the area.

5% of responses were submitted by an employer with premises in the area and 19% identified themselves as an individual working in the area.

The remaining 2% of respondents did not answer the question, largely because the response came in by email and it was not made clear.



We really need this scheme; workers and shoppers park in our road and prevent residents from parking here.

A resident from Wilton Road



The scheme does not consider the inconvenience to those of us who work in the area and whose only means of getting here is by car.

An employee working on High Street.



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, although the first permit for Blue Badge Holders would be provided free of charge. The newsletter clarified that 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 26 local people stated that they had a Blue Badge, with 15% of these seemingly living on New Street.

The majority of individuals with Blue Badges appear to live or work on or in close proximity to High Street and Sutton New Road in the centre, particularly on roads including Newman Road, Wilton Road, Orphanage Road and Hart Road.





I think the whole idea should be scrapped.

A resident of Dunvegan Road.



Question 4: Residents of Dunvegan Road and Bracadale Avenue

Dunvegan Road and Bracadale Avenue were not included in the scheme proposed in 2012, however, due to their location within the target area and the potential for parking displacement it was felt appropriate to offer residents the opportunity to be included.

On the whole, the general view was negative towards including Dunvegan Road and Bracadale Avenue in any CPZ scheme. Residents commented that most properties have adequate off-street parking and they did not feel that on-street parking was enough of an issue to warrant paying for permits.

When asked if they would be in favour of a resident permit scheme 72% of respondents from Dunvegan Road stated that they would not support having restrictions placed on their road. Similarly, 80% of respondents on Bracadale Avenue said they were not in favour.

24% of residents of Dunvegan Road did show support for the scheme in principle, with the majority querying how the scheme would operate if it were to go ahead. 4% stated no preference either way and left no comment.

There was no support for a scheme found on Bracadale Avenue, with the remaining 20% of respondents either not sure or having no opinion either way.

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

In 2012 69% 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 105 of the total 382 respondents (27%) said they were wholly satisfied with the proposals as shown, with some suggesting possible alternatives.

26 respondents (7%) said they did not know or had no particular opinion either way and a further 14 (4%) did not provide a final answer.

A total of 237 (62%) stated that they did not agree with the proposals that had been suggested. Of those, 57 (24%) confirmed their objection to the scheme as a whole and 22 (11%) were not in favour due to the cost of the permit scheme. A further 43 of these (18%) did not provide any comment and, as a result, these responses must also be considered an objection.

Of the total 237 respondents who said they were not satisfied with the scheme proposed, 115 (49%) provided comments requesting changes 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 122 (32%) of the total 382 responses received.



This has been a long time coming.

A resident of Avenue Road.



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:

- Residents from across the area suggest variable **days and times of restriction**. A full breakdown of these responses is provided in the analysis of question 6.
- There was very little support for parking proposals on **Dunvegan Road and Bracadale Avenue** at this time, as detailed in the analysis of question 4.
- Around 80% of **Spring Hill** residents objected to a permit scheme, with the majority concerned about the cost of permits and of the opinion that they do not suffer from non-resident parking issues.
- 70% of **Moor End Lane** residents do not want restrictions either preventing or limiting waiting despite the possibility of displaced parking should other proposals go ahead. Respondents generally did not feel that parking was an issue and the availability of parking for households who do not have off-street parking was a particular concern.
- It was suggested that the extent of no waiting shown on **Machin Road** seemed excessive and space for permit parking should be maximised.
- Residents of **Orchard Road** seemed to suggest that they would support a permit scheme but not limited waiting restrictions as shown on the plans. This alternative proposal is supported by a local Ward Member.
- There was no support for pay for parking measures on **Sutton New Road** with local people concerned that this would be detrimental to the Town Centre.



I don't want it; Erdington will be a ghost town.

A resident of Holliday Road.



Question 6: Times of Restriction

The questionnaire suggested that the scheme could operate from 8am to 6pm Monday to Friday following a review of feedback from the Stage 1 consultation. 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.

107 respondents (28%) seemed to suggest that they were happy with the hours of operation stated on the questionnaire and a further 52 (14%) did not know or had no opinion either way. 13 (3%) respondents provided no answer to this particular question.

The remaining 210 (55%) said that they were not happy with the proposed times, with 102 of these (49%) suggesting an alternative. There were several key issues that were raised regarding the times of any restriction and a number of alternatives were put forward by respondents.

Feedback was extremely varied across the target area, however, AECOM has been able to identify key local issues and the preferences of each road generally as indicated in alphabetical order below:

- Those living on **Avenue Road** generally seemed to be of the view that restrictions should apply earlier and later on weekdays, and also include Saturdays. Another resident suggests a permit scheme be provided to apply at all times.
- A resident of **Church Road** states that it would be unfair to have to pay for a permit when the main issues in the vicinity occur in the evenings. Two others feel the permit scheme proposed should be extended to include Church Road south of Fern Road.

- Residents of **Edwards Road** have suggested that the permit restriction be extended to include evenings and Saturdays in order to coincide with the opening times of the Leisure Centre and the Skills Centre, and due to its proximity to the High Street. Two residents ask that the Council consider a one-way traffic restriction instead and one resident has expressed concern about the potential loss of disabled bays.
- Residents of **Harrison Road** said they were either content with the proposals put forward or would like the weekends to be included with parking for residents only. One respondent said they would not support a restriction at any time if the BCC permit scheme remains linked to vehicle registration number due to personal circumstances.
- Although residents of **Hart Road** appeared to be in favour of the proposals generally, it was felt that the scheme could be improved by extending the restriction times into the evenings or at all times.
- The majority of respondents referring to proposals on **High Street** identified themselves as employers or those working in the area. The overwhelming view was that restrictions should not seek to limit visitor parking to help make Erdington Town Centre an attractive place to shop and work. The validity of a permit scheme on adjoining roads has been questioned on the grounds that many local residents are out at work during the day.
- A number of respondents on **Holiday Road and Mason Road** said they struggle for parking in the evenings and on Saturdays. It has been suggested that the scheme be extended past 6pm and to include Saturdays at the very least in order for residents to benefit from paying for a permit. Concern about Leisure Centre parking and the future closure of the Hart Road car park was highlighted in support of this suggestion.



I am prepared to pay but I need to park all day.

An employee working on High Street.



Very good idea as trying to park is awful.

A resident of Newman Road.



- Those who responded from **Machin Road** seem to be in favour of a permit scheme but concern was raised about the availability of permit parking bays and one resident requested that Saturdays be included due to its location.
- Some residents of **New Street** were clear that they did not want any further restrictions placed on their road. Of those who did show support for the scheme in principle, the majority seemed content with the times of restriction suggested on the questionnaire with two others asking for resident parking only during these times. Two residents expressed concern about the potential loss of disabled bays on New Street.
- Those living on **Newman Road** have largely commented that they have issues with parking every day of the week, including early morning. They have generally called for the restrictions to apply on a Saturday and to start earlier on weekdays to help justify the cost of permits.
- Feedback from residents of **Orchard Road** seems to suggest that limited waiting during any time of day would be impractical, particularly for those who have been identified as not having access to off-street parking. Respondents either object to any restrictions largely on the basis that there are no parking issues currently or suggest that a permit scheme be considered to include Monday to Saturday. Two residents of Edwards Road have also requested that Orchard Road be included in the permit scheme as residents sometimes park there when Edwards Road is busy.
- Residents of **Osborne Road** had differing views. Some felt it would be better if the restrictions could include Saturday or even apply all week and until at least 9pm as there is an Adult Education Centre which runs late night classes. Others thought the times proposed were most appropriate and another objected to the scheme entirely. One resident has requested the scheme as proposed be extended to include Osborne Road South, west of New Street, although this is not within the Council's control.



People working in Erdington need to park in Erdington.

An employee working on Sutton New Road.



- **Oxford Road** residents generally either agree with the proposal suggested on the questionnaire or request that the restriction also be applied on a Saturday. Two further residents oppose restrictions at any time on the grounds of cost and the perception that there would be inadequate space for resident parking.
- On **Spring Hill, Summer Road and Trafalgar Road** respondents were generally of the view that there are few issues during the day and therefore the scheme proposed so far would not solve the parking problems which occur during the evening and at weekends when residents are not at work. Two have commented that a similar scheme has been tried before and did not work.
- Those identifying themselves with **Sutton New Road** are largely individuals working in the area. The overwhelming opinion for various reasons is that no further restrictions should be considered as they are damaging to anyone working nearby. Those providing comments suggested that any times of restriction ensure that workers who do purchase a permit are not penalised and all day pay for parking should be considered as an alternative.
- Residents of **Swan Gardens** appear largely in favour of the permit restriction suggested on the questionnaire. It is noted that many have dedicated parking spaces and inconsiderate on-street parking causes concern about access for emergency vehicles. To clarify, the restriction would only apply to the public highway.
- On the whole residents of **York Road** agree with the times suggested by the questionnaire, request the inclusion of Saturdays or Sundays, or they ask that that the permit scheme apply at all times. Two residents oppose any further restrictions on the basis of cost to residents and commercial impact on the Town Centre.

Question 7: Possible Number of Permits

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

26% stated they would likely buy one resident permit, with an additional 14% stating two permits and around 4% three or more permits. A total of 21% said they would not buy a permit at this stage and 35% of respondents did not provide an answer to this question.

With regards to business permits, 69% of employers and employees choose not to provide an indication of how many permits they would like or would likely apply for. 23% categorically stated none with only 8% suggesting they would apply for one or more permit.

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, largely because those not in favour of the scheme are unlikely to have provided a considered answer.

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.



Parking is killing trade so I welcome the initiative.

A local business owner living on York Road.



Question 8: Business Parking

Of those who indicated that they would be likely to apply for one or more business permits around half advised that their company provides some level of off-street parking. Most provided further details and estimated how many off-street spaces were available for key employment locations, as follows:

Location of Off-Street Parking	Business	Est. No. of Spaces	Comments
Sutton New Road	BCC	30	Not enough spaces; parking is reserved for managers, visitors and Blue Badge Holders
High Street	Job Centre	30 - 40	Not enough spaces for all the staff
Station Road	Osborne Primary School	9	
Osborne Road		9	
High Street	Trios Group	20 - 30	Not enough spaces for all the staff

The responses suggest that there is very little off-street parking provided for local businesses in Erdington and the off-street parking that is available is generally reserved for senior staff, visitors and Blue Badge Holders.

Employees working on Sutton New Road generally seem to park on the central reservation or on the side roads off Sutton New Road where on-street parking is currently free of charge and unrestricted.

Those working on High Street, where Trios Group is located, tend to park on-street on residential roads south of High Street, particularly Newman Road, Harrison Road and Church Road.



Any changes to the current parking will cause major problems for many people working at Trios Group.

An employee from Trios Group.



Question 9: Comments and Suggestions

All of the additional comments and suggestions made have been analysed and interrogated for key themes. In total 247 respondents (65%) 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 20% used this section to reiterate suggested changes which could be made to the scheme to increase support for proposals.
- 10% of the respondents commented about their parking experiences and clarified why they are for or against restrictions. This has helped AECOM to understand more about current local issues within the area.
- 10% of all comments expressed some concern that the scheme would cause more issues compared to the current situation. Some feared that the scheme would provide less space to park.
- Around 9% of all respondents reaffirmed that they were not willing to or should not have to pay for a parking permit. Similarly, 4% of the comments referred to how expensive it would be to park on-street and how it would be difficult for some local people to fund this.
- 6% of those who commented spoke of support for the scheme and their relief that BCC had started looking at proposals again. Whereas 12% confirmed that they did not want the scheme to be implemented in any form.
- Some 5% of comments reiterated thoughts on proposed times of restrictions, as set out in the analysis of question 6.
- 4% of the comments submitted were from employees working within the area who felt that the scheme provided no facility for them. Some said they were willing to pay for parking but were unsure of where they would be able to park all day if pay for parking, limited waiting and resident permit restrictions were introduced to the extent shown.

- 4% of respondents felt that parking was not an issue and the scheme would not be worthwhile.
- 2% of the comments provided specifically discussed concern about parking around the Leisure Centre on Mason Road and Skills Centre on Edwards Road. A further 1% raised unease about a new Gym and Leisure Centre opening on Orphanage Road and the associated closure of the Hart Road car park.
- 2% of comments did not agree with how permits are issued specific to a vehicle registration number under the BCC scheme. Some residents have use of company cars or commercial vehicles which can change regularly and other residents indicated they do not own a car but have regular visitors.
- 1% also reiterated views that parking becomes an issue on Osborne Road around the Adult Education Centre which also provides evening classes.



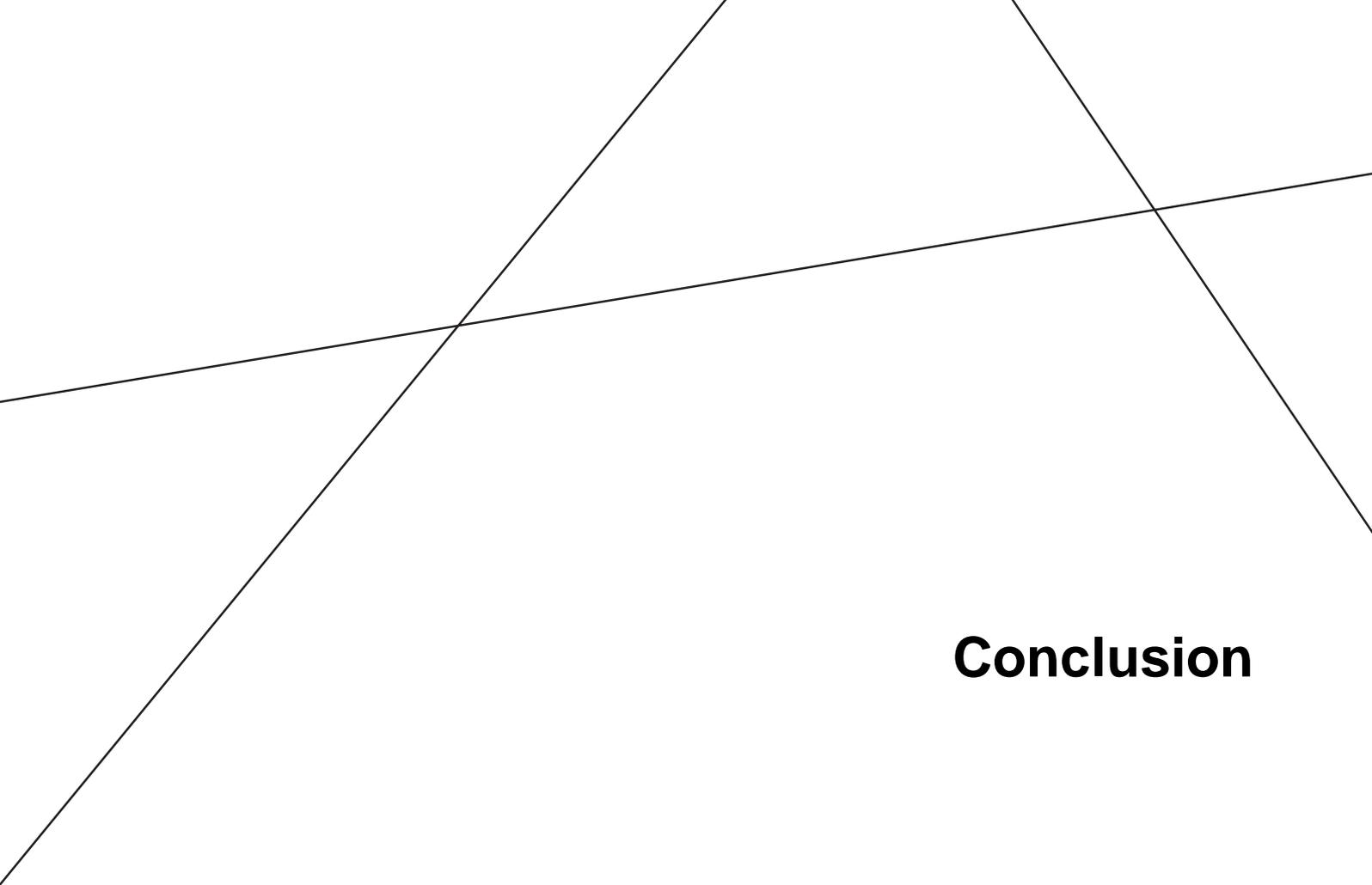
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Why should residents be forced to pay to park outside their own homes when we pay road tax?

A resident of Bracadale Avenue.

”

The overwhelming view of local employers and those working in Erdington was that restrictions should not seek to limit visitor parking in order to help make the Town Centre an attractive place to shop and work.



Conclusion

03

Conclusion

18.6% response rate; with 27% supportive of draft proposals and a further 30% asking for changes.

Summary

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

Out of 382 respondents, 105 (27%) said they were wholly satisfied with the proposals as shown, with some of these suggesting possible alternatives. A further 26 local people (7%) said they did not know or had no particular opinion either way. 14 people (4%) did not provide a final answer.

A total of 237 (62%) stated that they did not agree with the proposals that had been suggested and, of those, 57 (24%) confirmed their objection to parking controls and 22 (11%) were not in favour due to the cost of the permit scheme. A further 43 respondents (18%) did not provide any comment and, as a result, these responses must also be considered an objection.

Of those total 237 respondents who said they were not satisfied with the scheme proposed, 115 (49%) provided comments requesting changes 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 122 (32%) of the total 382 responses received.

Overall there seems to be demand for parking control measures in Erdington, however, almost at least a third of respondents have indicated that they do not want the scheme to be implemented as it has been suggested so far. A large number of people were particularly concerned about the effect that restrictions would have on the Town Centre or raised concerns about 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 CPZ proposals have been largely rejected and there seems no justification for BCC to include these areas in any future work. These are as follows:

- Over 70% of **Dunvegan Road and Bracadale Avenue** residents opted to be excluded from a permit scheme largely on the grounds that most properties have adequate off-street parking. Residents did not feel that on-street parking was enough of an issue for them to warrant paying for any permits.
- Almost 70% of residents living on **Moor End Lane** objected to no waiting proposals with some noting that they do not have access to adequate off-street parking. The overwhelming view was that restrictions were not necessary at this time.
- 80% of respondents living on **Spring Hill** objected the idea of a permit scheme, with the majority concerned about the cost of permits and of the opinion that they do not suffer from non-resident parking issues.

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

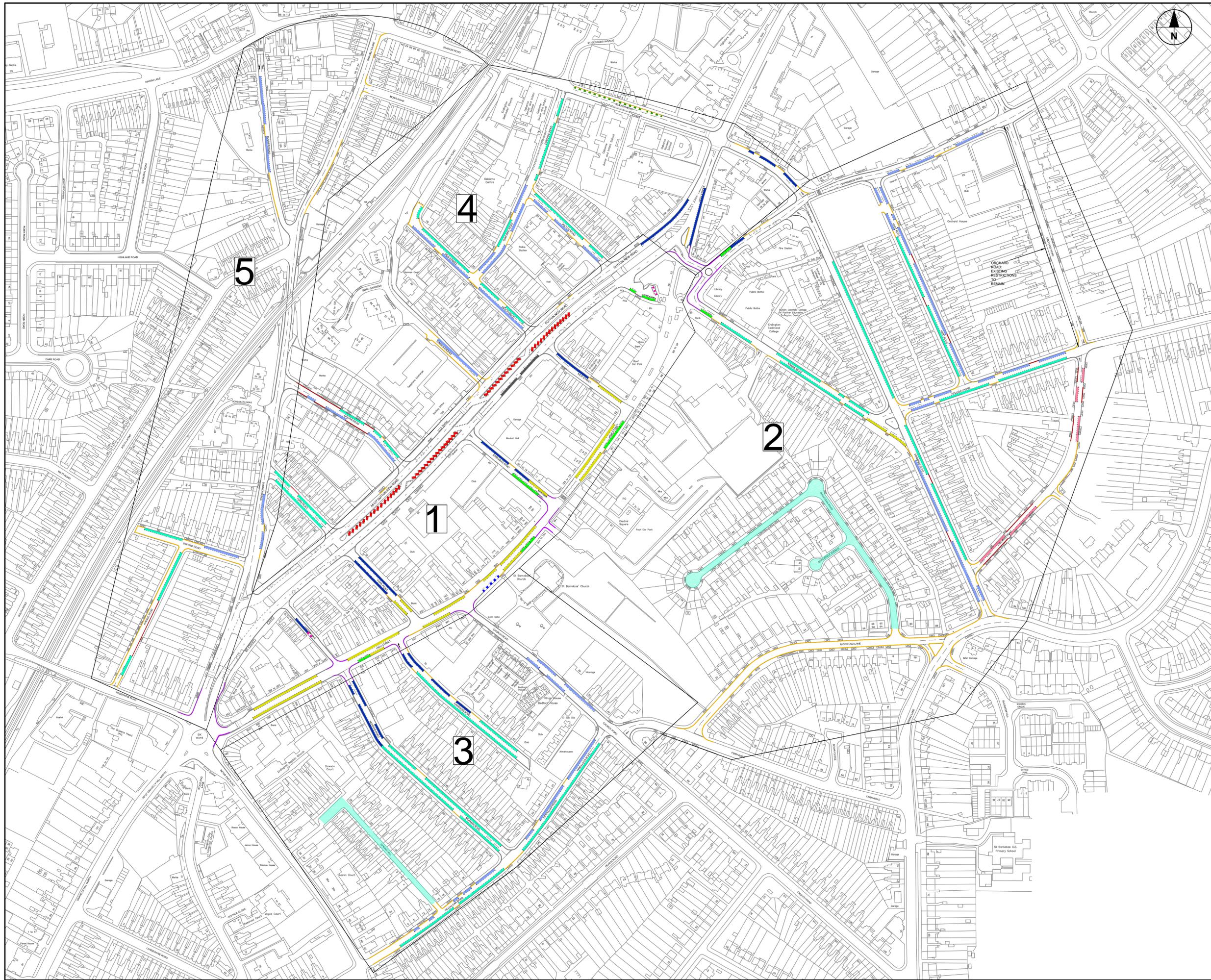
- Residents of **Orchard Road** did not want the inconvenience of limited waiting restrictions similar to Orchard Road north of Holliday Road and this suggestion was rejected entirely by those who do not have adequate off-street parking. It has been suggested by both local residents and Ward Members that Orchard Road would benefit from a permit scheme instead. A zone would likely need to be considered due to the frequency of dropped kerbs which would restrict the placement of parking bays.
- There was no support for the introduction of pay for parking on the central reservation of **Sutton New Road**. However, concerns remain about all day commuter parking at this prime Town Centre location. It seems the preference would be for limited waiting proposals to aid turnover of spaces for shoppers and visitors to Erdington, and this would be consistent with other restrictions on Sutton New Road and High Street.
- The same applies to pay for parking bays proposed **north of Sutton New Road**. It was made clear that local people felt the Council should try to maximise free and convenient parking to help support local businesses, particular those located away from the High Street.
- A local business was particularly concerned about the potential loss of **disabled spaces north of Sutton New Road** in favour of pay for parking proposals. A request has been made for these disabled bays to remain in place alongside limited waiting proposals to provide for other users and to support trade at this fringe location.



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

- Residents of roads adjoining or closest to High Street and Sutton New Road 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 Leisure Centre. Those living furthest away experience fewer issues currently and may not require an extension of restriction times. In other locations, zones have been created with differing times of restriction and permits allocated specific to each zone.
- There are **intermittent dropped kerbs** on many residential roads which would make the implementation of bays difficult in some places. The use of H markings, no waiting restrictions or other proposals may need to be built in to help protect accesses within or external to any bays.
- Wherever there are extant proposals to formalise parking with the introduction of bays, the end design must remain mindful of **passing places and access for larger or emergency vehicles**. Key examples are Edwards Road north of Orchard Road and Avenue Road where requests have been made to formalise parking along both sides, although it would not be safe to do so.
- Some roads would likely benefit from a **permit zone** due to the frequency of dropped kerbs along the road. This would help maximise the availability of permit parking outside of any other marked bays and, in the case of Machin Road, ease concerns raised through the consultation about the application of no waiting restrictions.
- **Existing waiting restrictions** may need to be removed or amended due to potential conflict with proposed bays. Inconsiderate parking on both sides could restrict emergency vehicle access to the road, such as on Summer Road which has limited waiting in place on one side.
- **Extant pay for parking proposals** on side roads off High Street, which were not mentioned during the consultation stage, may need further thought in light of feedback received about other pay for parking proposals on Sutton New Road. It could be considered that there is a case for some pay for parking in the centre to encourage turnover of spaces and to help manage parking on narrower side roads.

Appendix A – Consultation Drawings



PROJECT
ERDINGTON PARKING STUDY
CLIENT



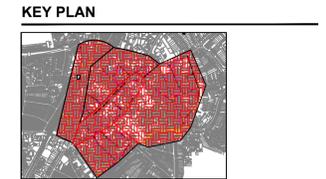
CONSULTANT
 AECOM
 Colmore Plaza
 Colmore Circus Queensway
 Birmingham, B4 6A
 (0)121 2621900 tel (0)121 2621999 fax
 www.aecom.com

- KEY**
- RESIDENT PERMIT HOLDERS ONLY BAY MON-SAT 8AM-6PM
 - RESIDENT PERMIT HOLDERS ONLY AREA (SIGNED AT ENTRANCE/EXIT. NO MARKINGS OR SIGNING ALONG EACH STREET) MON-SAT 8AM-6PM
 - ALL PERMIT HOLDERS ONLY BAY MON-SAT 8AM-6PM
 - PAY FOR PARKING BAY - MAX STAY 2 HOURS MON-SAT 8AM-6PM
 - PAY FOR PARKING BAY - MAX STAY 4 HOURS MON-SAT 8AM-6PM
 - PAY FOR PARKING BAY - MAX STAY 4 HOURS MON-SAT 10AM-6PM & NO WAITING MON-SAT 7.30AM-10AM
 - - - MOTORCYCLE BAY AT ANY TIME
 - DISABLED BLUE BADGE HOLDER BAY
 - LIMITED WAITING - MAX STAY 2 HOURS MON-SAT 8AM-6PM
 - LIMITED WAITING - MAX STAY 1 HOUR MON-FRI 9AM-5PM
 - - - LIMITED WAITING - MAX STAY 2 HOURS MON-FRI 8AM-6PM
 - - - NO STOPPING AT ANY TIME EXCEPT TAXIS
 - NO WAITING MON-SAT 8AM-6PM
 - NO WAITING AT ANY TIME
 - NO WAITING AT ANY TIME AND NO LOADING MON-SAT 8AM-6PM

OVERNIGHT PARKING BAN FOR GOODS VEHICLES ON AVENUE ROAD, OXFORD ROAD, RESERVOIR ROAD, SOUTH ROAD, SUMMER ROAD AND SUTTON NEW ROAD TO REMAIN

ISSUE/REVISION

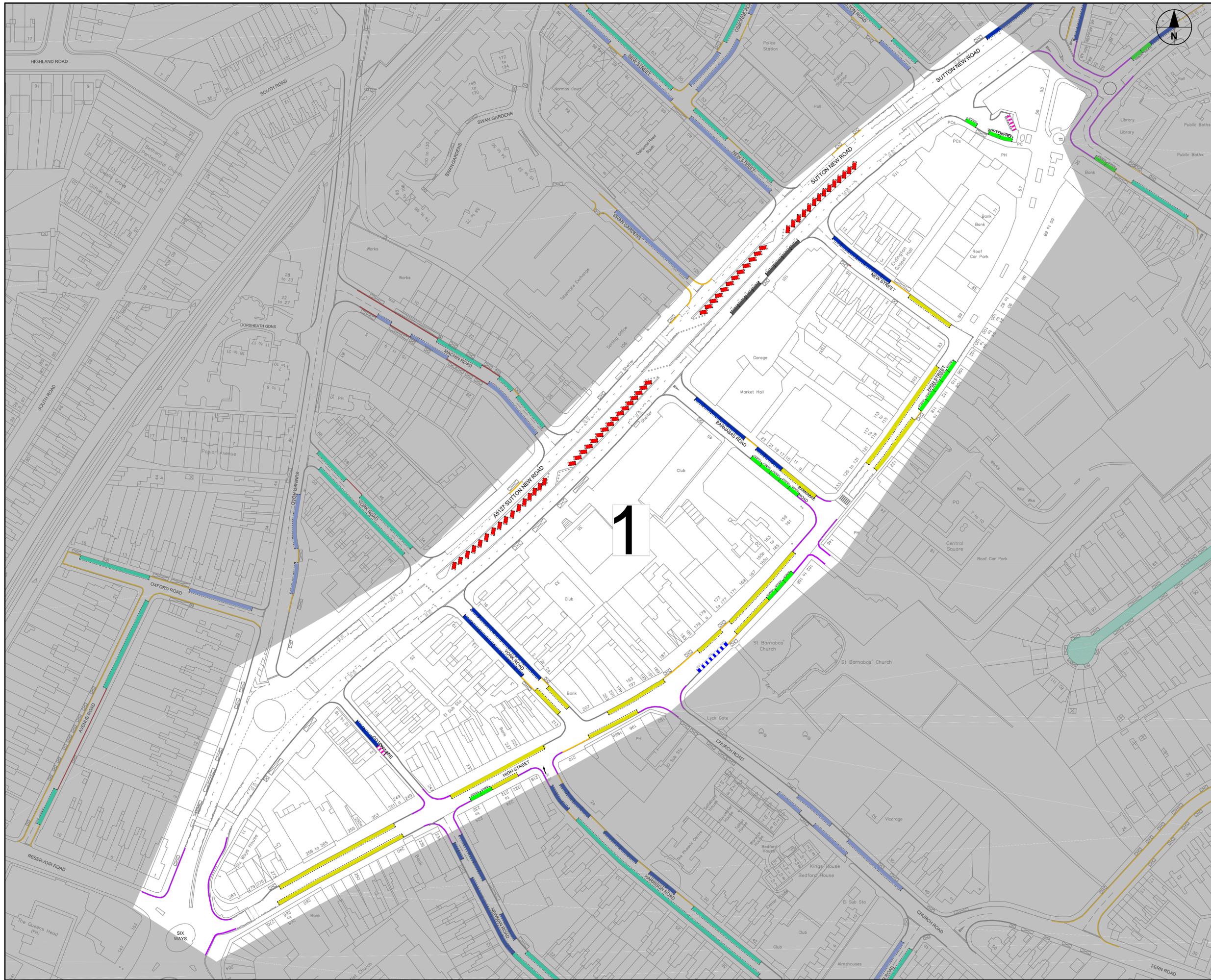
I/R	DATE	DESCRIPTION
R	28/10/2015	Final
R	14/10/2015	Revision
I	22/07/2015	Draft



PROJECT NUMBER
 60344831

SHEET TITLE
 ERDINGTON PARKING SCHEME
 OVERVIEW
 NOT TO SCALE

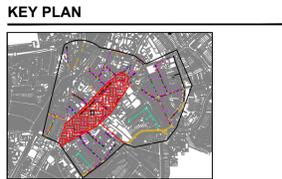
SHEET NUMBER
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- KEY**
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 - PAY FOR PARKING BAY - MAX STAY 4 HOURS MON-SAT 8AM-6PM
 - PAY FOR PARKING BAY - MAX STAY 4 HOURS MON-SAT 10AM-6PM & NO WAITING MON-SAT 7.30AM-10AM
 - - - MOTORCYCLE BAY AT ANY TIME
 - DISABLED BLUE BADGE HOLDER BAY
 - LIMITED WAITING - MAX STAY 2 HOURS MON-SAT 8AM-6PM
 - - - NO STOPPING AT ANY TIME EXCEPT TAXIS
 - NO WAITING AT ANY TIME
 - NO WAITING AT ANY TIME AND NO LOADING MON-SAT 8AM-6PM
- OVERNIGHT PARKING BAN FOR GOODS VEHICLES ON AVENUE ROAD, OXFORD ROAD, RESERVOIR ROAD, SOUTH ROAD, SUMMER ROAD AND SUTTON NEW ROAD TO REMAIN

ISSUE/REVISION

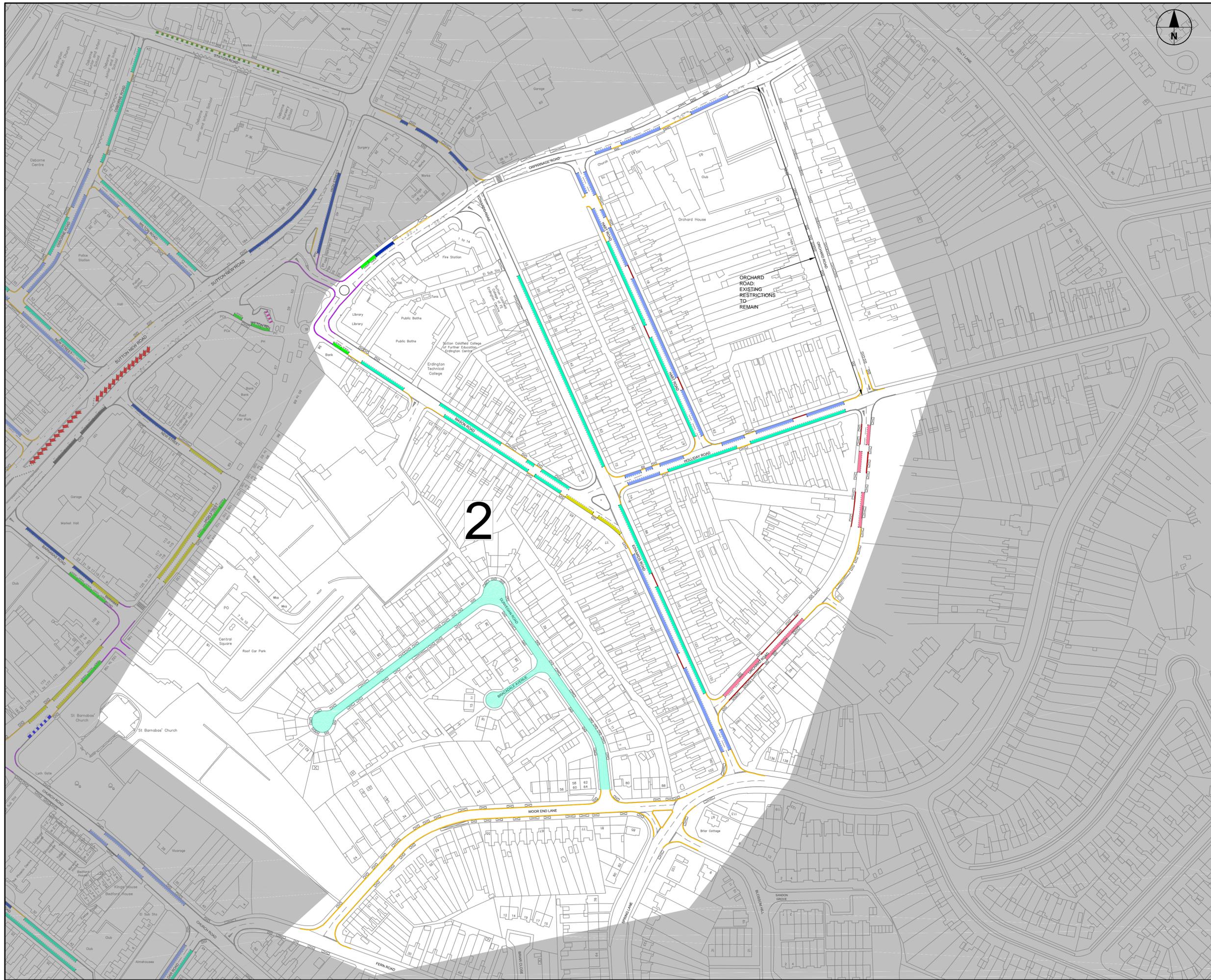
I/R	DATE	DESCRIPTION
R	28/10/2015	Final
R	14/10/2015	Revision
I	22/07/2015	Draft



PROJECT NUMBER
 60344831

SHEET TITLE
 ERDINGTON PARKING SCHEME
 AREA 1
 NOT TO SCALE

SHEET NUMBER
 60344831-SHT-10-ER-001

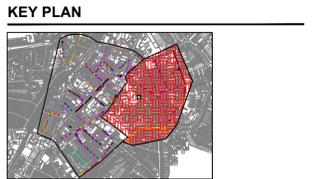


KEY

- RESIDENT PERMIT HOLDERS ONLY BAY MON-SAT 8AM-6PM
- RESIDENT PERMIT HOLDERS ONLY AREA (SIGNED AT ENTRANCE/EXIT, NO MARKINGS OR SIGNING ALONG EACH STREET) MON-SAT 8AM-6PM
- ALL PERMIT HOLDERS ONLY BAY MON-SAT 8AM-6PM
- PAY FOR PARKING BAY - MAX STAY 2 HOURS MON-SAT 8AM-6PM
- DISABLED BLUE BADGE HOLDER BAY
- LIMITED WAITING - MAX STAY 2 HOURS MON-SAT 8AM-6PM
- LIMITED WAITING - MAX STAY 1 HOUR MON-FRI 9AM-5PM
- NO WAITING MON-SAT 8AM-6PM
- NO WAITING AT ANY TIME
- NO WAITING AT ANY TIME AND NO LOADING MON-SAT 8AM-6PM

ISSUE/REVISION

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



PROJECT NUMBER
 60344831

SHEET TITLE
 ERDINGTON PARKING SCHEME
 AREA 2
 NOT TO SCALE

SHEET NUMBER
 60344831-SHT-10-ER-002

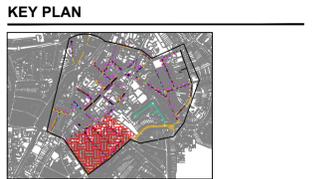


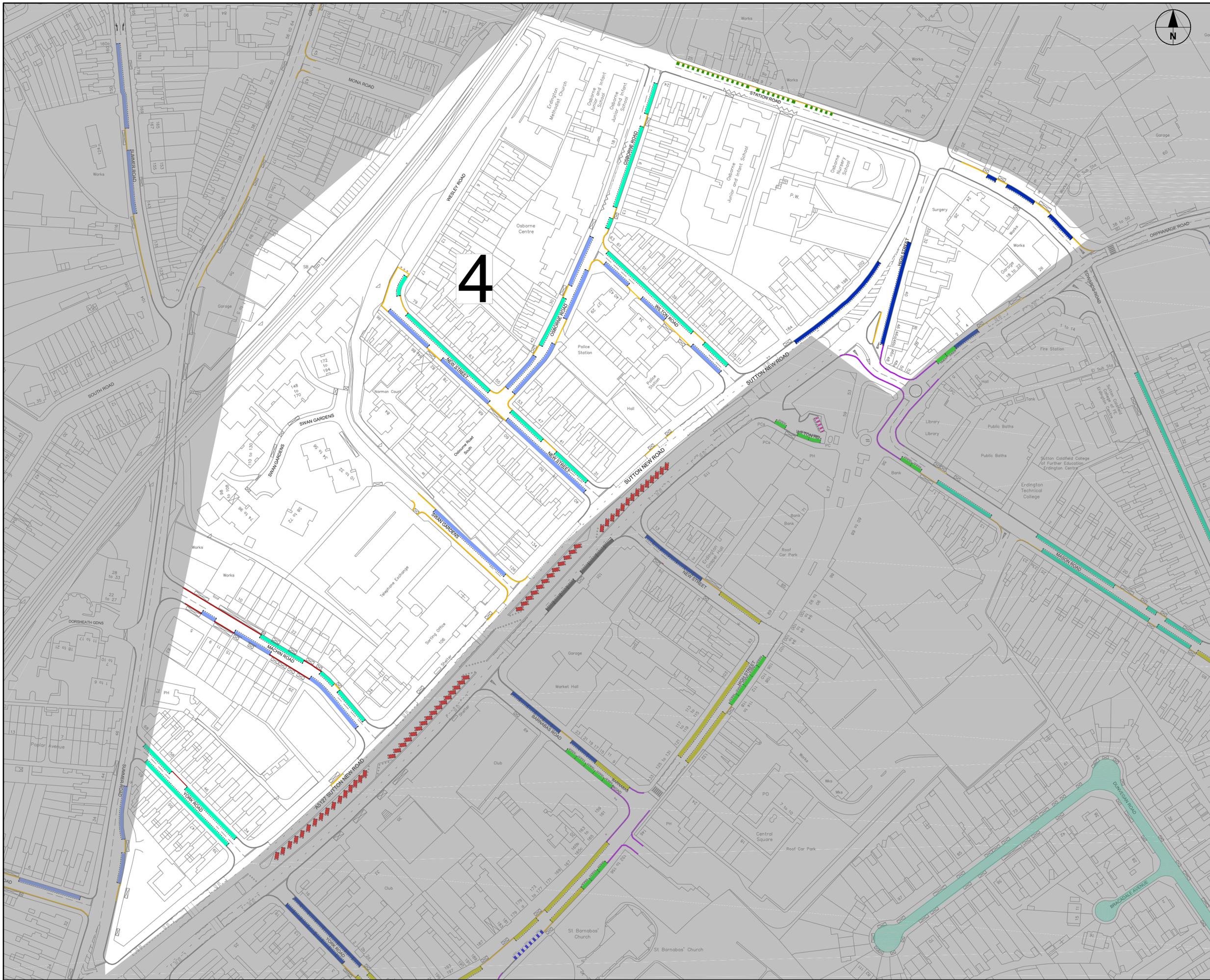
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- RESIDENT PERMIT HOLDERS ONLY BAY MON-FRI 8AM-6PM
- RESIDENT PERMIT HOLDERS ONLY AREA (SIGNED AT ENTRANCE/EXIT, NO MARKINGS OR SIGNING ALONG EACH STREET) MON-FRI 8AM-6PM
- ALL PERMIT HOLDERS ONLY BAY MON-FRI 8AM-6PM
- PAY FOR PARKING BAY - MAX STAY 2 HOURS MON-FRI 8AM-6PM
- NO WAITING MON-FRI 8AM-6PM
- NO WAITING AT ANY TIME
- NO WAITING AT ANY TIME AND NO LOADING MON-FRI 8AM-6PM

ISSUE/REVISION

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





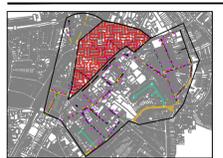
- KEY**
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BAY MON-FRI 8AM-6PM
 - ALL PERMIT HOLDERS ONLY BAY
MON-FRI 8AM-6PM
 - PAY FOR PARKING BAY -
MAX STAY 2 HOURS
MON-FRI 8AM-6PM
 - - - LIMITED WAITING -
MAX STAY 2 HOURS
MON-FRI 8AM-6PM
 - NO WAITING
MON-FRI 8AM-6PM
 - NO WAITING AT ANY TIME
 - NO WAITING AT ANY TIME AND NO
LOADING MON-FRI 8AM-6PM

OVERNIGHT PARKING BAN FOR GOODS VEHICLES
 ON AVENUE ROAD, OXFORD ROAD, RESERVOIR
 ROAD, SOUTH ROAD, SUMMER ROAD AND SUTTON
 NEW ROAD TO REMAIN

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

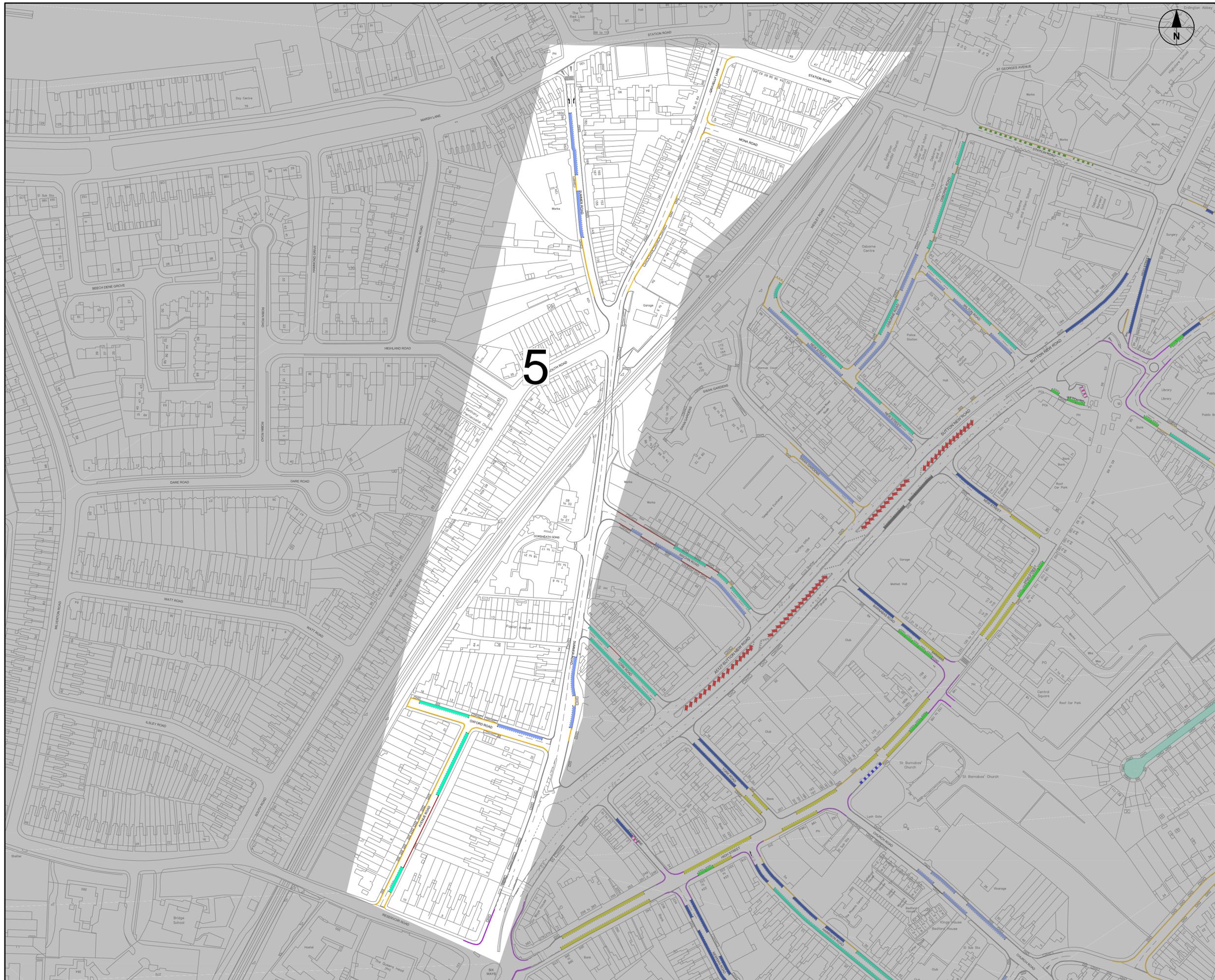
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SHEET TITLE

ERDINGTON PARKING SCHEME
 AREA 4
 NOT TO SCALE

SHEET NUMBER

60344831-SHT-10-ER-004



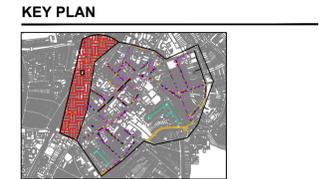
CONSULTANT
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 Birmingham, B4 6A
 (0)121 2621900 tel (0)121 2621999 fax
 www.aecom.com

- KEY**
- RESIDENT PERMIT HOLDERS ONLY
BAY MON-FRI 8AM-6PM
 - ALL PERMIT HOLDERS ONLY BAY
MON-FRI 8AM-6PM
 - NO WAITING
MON-FRI 8AM-6PM
 - NO WAITING AT ANY TIME

OVERNIGHT PARKING BAN FOR GOODS VEHICLES
 ON AVENUE ROAD, OXFORD ROAD, RESERVOIR
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 NEW ROAD TO REMAIN

ISSUE/REVISION

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



PROJECT NUMBER
 60344831

SHEET TITLE
 ERDINGTON PARKING SCHEME
 AREA 5
 NOT TO SCALE

SHEET NUMBER
 60344831-SHT-10-ER-005

Appendix B – Scheme Leaflet

The Proposed Scheme

The plan overleaf provides an overview of the proposed parking controls for the Erdington scheme. To provide more detailed information the zone has been split into 5 areas on the attached plans. This will allow you to see the proposed changes on your road and immediate surrounding area.

There are three types of parking provisions:

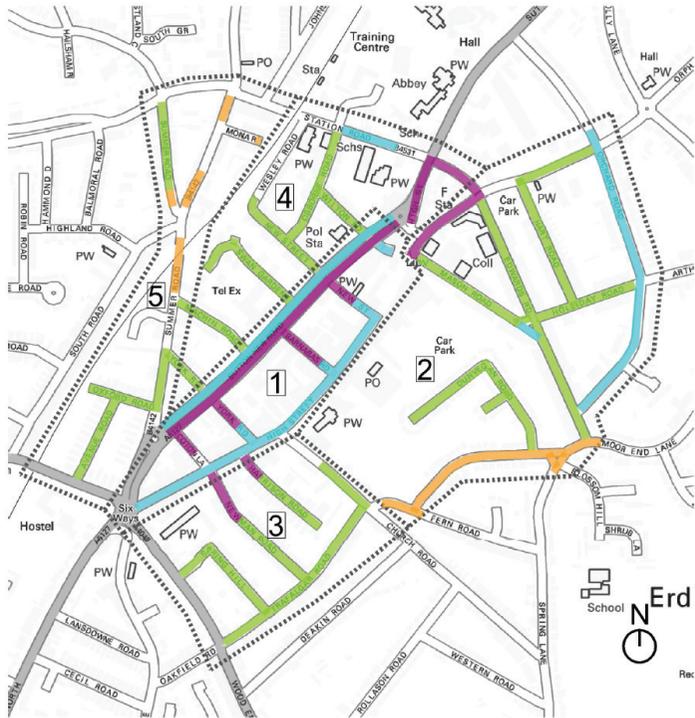
A. Permit holders only parking: On these roads, parking bays for residents and workers permits are provided. Visitor permits can also be purchased by residents to park in the permit holder bays.

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

C. Limited waiting parking: On the High Street and other retail areas, limited waiting bays will be provided with a 2 hours maximum stay. We are proposing to not charge for parking in these areas. We are keen to provide parking for shoppers and ensure a high turnover of vehicles to support the business activities in this area. To aid enforcement, there is a possibility that a small charge will be applied. This will be reviewed at a later date.

Blue badge holder bays are provided in key locations; these are shown in the more detailed plans.

All other roads not covered by A, B or C will remain as existing or subject to additional waiting restrictions.



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

- Map Key
- A: Permit Holders Only Parking
 - B: Payment Parking
 - C: Limited Waiting
 - D: Additional Waiting Restrictions
(May only be on one side of road - refer to detailed plans)

Public Consultation

Erdington Parking Scheme



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



WHY IS THE COUNCIL REVIEWING PARKING CONTROLS?

Erdington is one of Birmingham's busiest and most vibrant local centres. There is a high demand for parking which impacts on residents and other visitors to the area. We want to ensure provision of parking for a wide variety of users including residents, shoppers, workers and visitors.

HOW WILL YOU DO THIS?

Residents and businesses can purchase permits and will have designated permit spaces to make parking easier for residents and local workers.

We want local businesses to thrive by providing maximum stay period parking and encouraging an appropriate turnover of vehicles.

We have also reviewed the loading and waiting restrictions (yellow lines) to make sure they meet the needs of Erdington and encourage safer movements around junctions.

ABOUT THIS CONSULTATION

A consultation was first held in 2012, where 69% of respondents were in favour of parking controls across the area. We have reviewed the issues you raised and changed the proposals to reflect this.

We want to hear your views on the current proposals which are provided for your area in attached sheets.

Although residents of Dunvegan Road and Bracadale Avenue were previously consulted, their roads were not part of the area where changes to parking arrangements were proposed. We received a number of responses suggesting that these roads should be included in any scheme. For this reason, we are asking an additional question of the people living on these roads about the principle of introducing resident parking.

It is important that we gather the views of everyone affected by parking in this area to make sure that the scheme is best able to cater for local needs.



FAQs

WHO IS INCLUDED?

This leaflet has gone to every property in the zone 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	£3.00 for a book of 5 all day tickets
Business Permit	£125

These prices are reviewed annually and could change before the final scheme is implemented.

Only residents and businesses within the Erdington zone boundary (shown overleaf) can purchase a permit.

Visitors can park in any permit area in Erdington with a valid residents visitors permit.

The permits can only be used within the Erdington zone and are not valid in other parts of Birmingham.

WHERE CAN BLUE BADGE HOLDERS PARK?

There are dedicated disabled bays on High Street, Barnabas Road, Mason Road and Wilton Road, which are for all blue badge holders including those who live outside of the zone. The existing advisory disabled bays markings on other roads will be removed.

HOW WILL MEASURES BE ENFORCED?

The Council employ a Parking Enforcement contractor who checks vehicles to ensure that they are complying with parking regulations. Any vehicles found without a valid parking permit or without a valid parking session purchased, will be issued with a Penalty Charge Notice.

HOW CAN I HAVE MY SAY?

Please respond by: **Friday 9th October 2015**

The best way to respond is online using this website:
www.birmingham.gov.uk/erdingtonparking

Scan this code to take you directly to the website:



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

Erdington Parking Consultation
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

For more information about the proposal contact:

Call: **0121 464 4412 (Answer Phone)**

Email: parkingconsult@birmingham.gov.uk

Visit: www.birmingham.gov.uk/erdingtonparking

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



This document is made from FSC approved paper which ensures it has been sourced from sustainably managed forest. It has been printed using vegetable based inks which are kinder to the environment.



This document is suitable for recycling after use.

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Appendix C – Consultation Questionnaire

Appendix D – Erdington Newsletter

CONSULTATION DEADLINE EXTENDED TO 30th OCTOBER

NEWSLETTER

Proposed Controlled Parking Zone (CPZ) Erdington



ISSUE DATE: 5 OCTOBER 2015



Visit www.birmingham.gov.uk/erdingtonparking for more information and to register comments online. If you have any queries or require hard copies email parkingconsult@birmingham.gov.uk or leave us a message on 0121 464 4412.

Thank you to everyone who has responded to the consultation so far and to those who attended the Erdington Ward Committee meeting on 16th September 2015. **The purpose of this newsletter is to provide feedback and to respond to queries that have been raised to date.**

To ensure you have time to register your views we have **extended the consultation deadline to 30th October 2015.**

HOW DID WE GET HERE

Informal consultation was carried out in 2012 in response to some local demand for parking controls in parts of Erdington. Around 69% of respondents were supportive of a permit scheme and other measures proposed across the area. 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.

WHERE ARE WE NOW

We now have the opportunity to carry out further informal consultation to understand what people who live, work and visit Erdington think about the current parking situation and what proposals they would like to see.

WHAT HAPPENS NEXT

All of the feedback provided at the Ward Committee meeting and during the informal consultation process will be considered and changes will be made to the plans. Depending on the comments received one or more of the proposals could be retained, refined, changed or left out entirely.

After the 30th October deadline the level of support will be reviewed and, where a majority is in favour, a final package of proposals will then be subjected to statutory consultation before any decisions are made by a Cabinet Member. This would be the legal part of the process and would allow for the introduction of a Traffic Regulation Order (TRO) to support any agreed parking restrictions.

SPECIFIC ISSUES RAISED SO FAR

'Why is no waiting at all times proposed on Moor End Lane.'

The restriction was shown on the plans for informal consultation purposes and was aimed at protecting residents from displaced parking. We are aware of the concerns about no waiting at all times along the length of the road and understand this would be impractical for residents of Moor End Lane. We will consider this road carefully once we have collated all feedback but we are expecting to make significant alterations to the proposal at the next stage.

'The proposals for Orchard Road are unclear... unreasonable.'

A maximum stay of 1 hour between 9am and 5pm has been put forward in line with the existing restrictions on Orchard Road north of Holliday Road. The current plans indicate a gap in the restrictions in the vicinity of a specialist school which is under review and we have become aware of concerns about residents not having access to off-street parking. Please be assured that we will consider all the feedback received in working towards a final recommendation.

'Why are you now proposing restrictions on Dunvegan Road and Bracadale Avenue?'

Originally, these roads were consulted but were not part of the proposals. Following the first consultation it was felt appropriate to offer residents the opportunity to be included. The feedback received will be considered though residents should think about the potential for displaced parking should other controls be put in place.

'What is being proposed in the centre on the High Street and Sutton New Road?'

Along the High Street the Council is proposing an increase in the maximum length of stay from 1 to 2 hours free of charge to help support local trade. We are exploring options to introduce pay for parking on Sutton New Road which would help to increase turnover of spaces for visitors and discourage all day commuter parking.

'What will happen when the new leisure centre is built?'

It is for individual development proposals and planning applications to put forward safe and appropriate access and parking arrangements in view of the situation locally at the time. Please let us know about any concerns you may have and, if you support the restrictions, what days or times you feel would be most appropriate.

'There are parking problems on Church Road...Osborne Road...and Edwards Road with its new Skills Centre.'

The key objective of this informal consultation is to help us understand residents' concerns and determine the level of support for change. Permit schemes, specifically, are intended to help manage parking issues for the benefit of the local community. If you would like a permit scheme, please let us know what days and hours of restriction you feel would be necessary where you live and why.

'There are errors or inconsistencies in the consultation documents' and 'maps are not clear.'

This is an informal consultation stage with no legal implication and is aimed at helping the Council understand the current situation and what local people want. The proposals, including proposed days and times of restriction, are all open for discussion at this stage. There will be further statutory stage of consultation where anyone can formally object to one or more of the proposals.

'We haven't been consulted.'

Consultation packs were hand-delivered to each property in August although could have been mistaken for unsolicited mail. There is still plenty of time to visit the website and get involved.

See overleaf for feedback on the proposed permit scheme and information on how it works.

CONSULTATION DEADLINE EXTENDED TO 30th OCTOBER

Proposed Permit Parking Scheme Frequently Asked Questions

What is the purpose of a permit parking scheme?

A permit scheme or zone is an area where on-street parking can be controlled in order to help local people park and is usually offered where vehicles not belonging to residents are making parking difficult. The extent of the zone needs to be considered carefully to disperse any displaced parking. It should be noted that the scheme does not guarantee residents a space on the public highway but it helps manage inconsiderate or commuter parking on local roads.

How does it work?

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. Residents will also be able to purchase permits for visitors and limited business permits will be made available. The hours of operation vary according to each zone but restrictions generally operate during the working day Monday to Saturday.

How do visitor parking permits work?

Residents can purchase books from the 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.

How would business permits be managed?

Priority is given to residents' parking needs first and the remaining space allocated on a case-by-case basis. The council may limit the number of business permits that can be purchased which would restrict the number of workers who are able to park within the zone. This would be kept under review.

What does a permit scheme cost?

The current costs of permits are as follows. Please note that these prices are reviewed annually and could change.

Type	Cost for a Yearly Permit	Replacement Permits (lost, stolen, damaged, vehicle registration change)
Resident Permit - First	£16 (free for Blue Badge holders)	£11
Resident Permit – Each Additional	£32	£11
Carers Permit	£16 (£32 if first permit is already issued at the property)	£11
Residents Visitors Permits	£3 for each book of 5 all day tickets	£3 for each book of 5 all day tickets
Business Permit	£125	£20 (£11 for a vehicle change or if a crime reference number is provided for a stolen permit)

What if I change my vehicle?

You will need to apply for a replacement permit specific to the registration of the new vehicle at a cost of £11.00.

Why would we have to pay for permits?

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 ongoing operation, administration and maintenance costs only.

What if I do not own a car but have regular visitors?

If you do not own a private vehicle you will still be able to purchase visitor parking permits for family, friends and trades people. Those who have a regular carer can apply for an annual carers permit.

What if I have access to off-street parking?

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. Plans will be amended to better reflect the proposed extent of the restriction.

What happens if I have any work done on my house?

Trade vehicles will need to display a valid visitor permit for each day they park on the public highway during the restriction.

What would it mean for Blue Badge holders?

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

How would it be enforced?

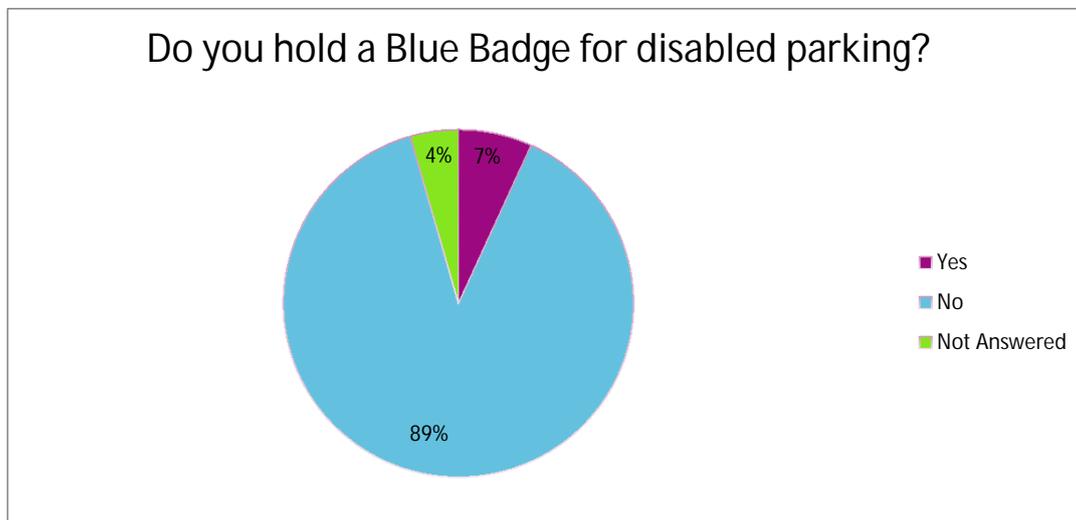
The Council employ a parking enforcement contractor who could issue a Penalty Charge Notice to a vehicle, except an emergency vehicle, which is parked in the permit zone during the hours of restriction and not displaying a valid permit. Enforcement of any new restrictions in Erdington will be considered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

Respond online at www.birmingham.gov.uk/erdingtonparking

Appendix E – Summary of Responses

Do you hold a Blue Badge for disabled parking?

Yes	No	Not Answered	Total
26	339	17	382

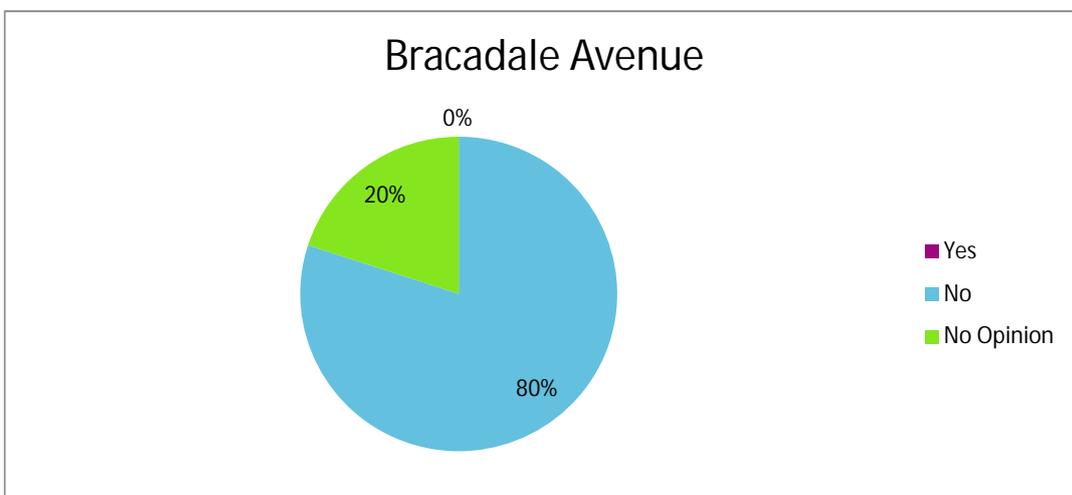
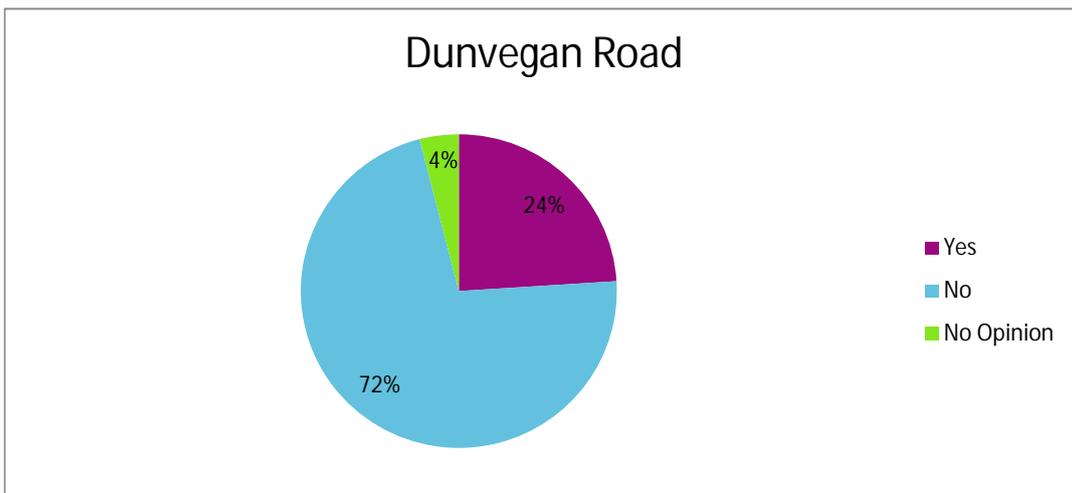


Roads they live on	How many?	Preference		
		Yes	No	No Opinion
Trafalgar Road	1	1		
Mason Road	1			1
Avenue Road	1	1		
Newman Road	3	1	2	
Hart Road	3	3		
Edwards Road	1		1	
Harrison Road	1	1		
Machin Road	1	1		
New Street	4	1	1	2
Wilton Road	2	2		
Moor End Lane	1			1
Holliday Road	2		2	
Orphanage Road	2		2	
York Road	1		1	
Dunvegan Road	1		1	
Unknown	1			

Please only answer this question if you live on Dunvegan Road or Bracadale Avenue: Are you in favour of resident only parking being introduced on your road?

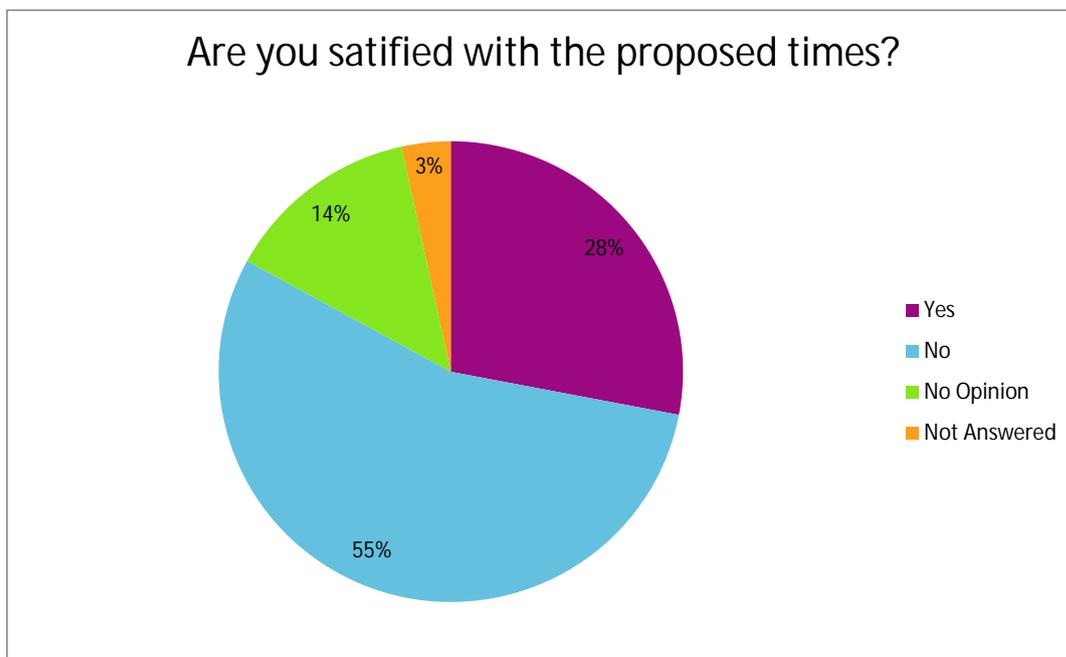
Dunvegan	Yes	No	No Opinion	Email Response	Total
	6	18	1	1	26

Bracadale	Yes	No	No Opinion	Total
	0	4	1	5



The proposal is for the scheme to operate from Monday to Friday, 8am to 6pm.
Do you think these times are appropriate?

Yes	No	No Opinion	Not Answered	Total
107	210	52	13	382

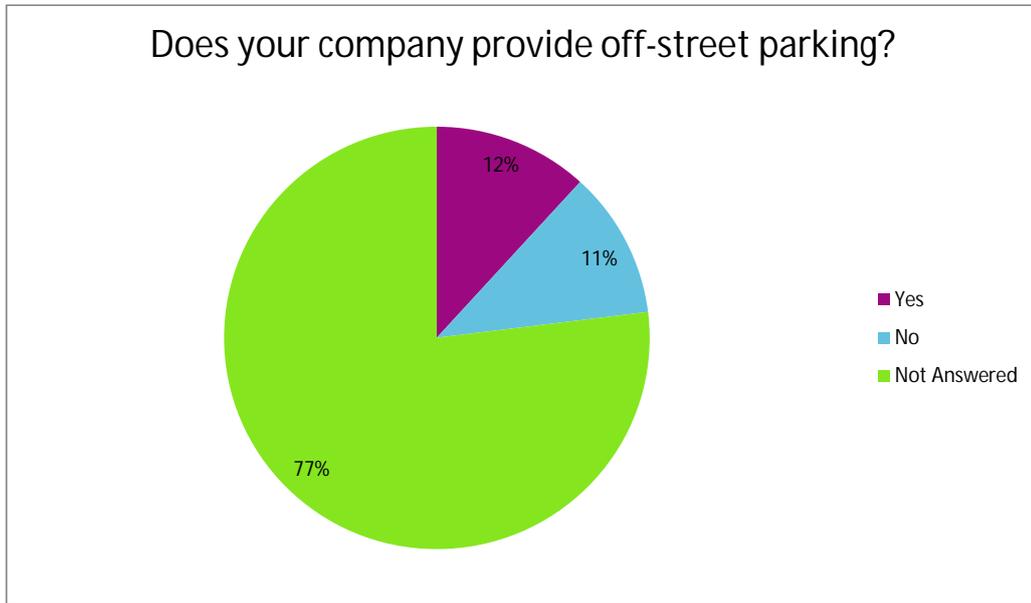


If not, please provide suggestions below.

Include Saturdays	35
Include weekends	18
24 / 7	10
Past 6pm	22
Finish before 6pm	3
Start earlier	7
9am - 5pm	4
In line with leisure centre opening times	3

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

Yes	No	Not Answered	Total
45	43	294	382



If yes, how many spaces?

Where?	Spaces
Sutton New Road (BCC)	30 ** not enough for all staff
Sutton New Road (Job Centre)	30-40 ** not enough for all staff
Station Road (Primary School)	9
Osborne Road (Primary School)	9
High Street (Trios Group)	20-30 ** not enough for all staff
High Street	3

What type(s) of permit(s) would you be interested in purchasing?

Resident Permit

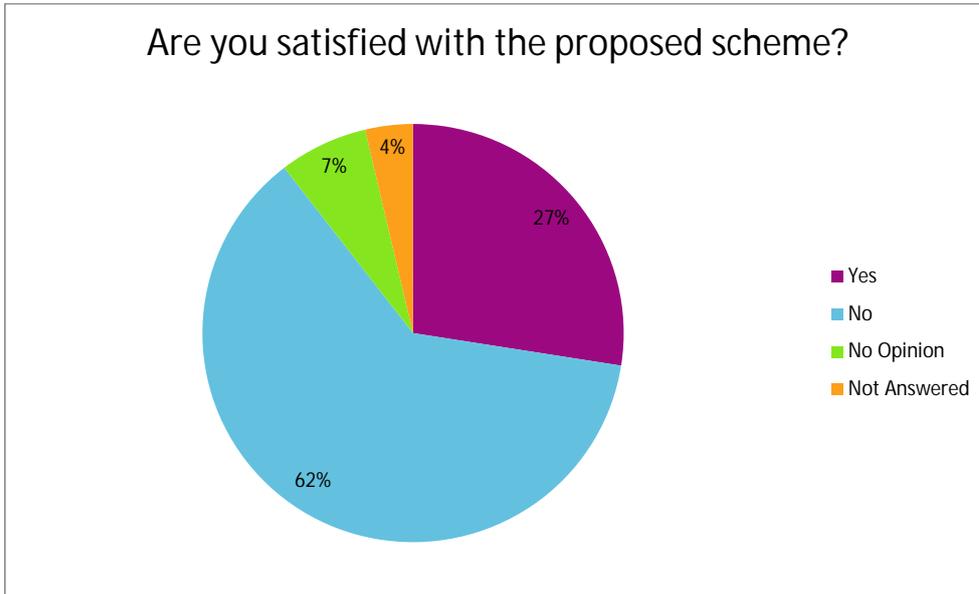
0	1	2	3	4+	Not Answered	Total
81	100	52	16	1	132	382

Business Permit

0	1	2	3	4+	Not Answered	Total
88	19	3	0	8	264	382

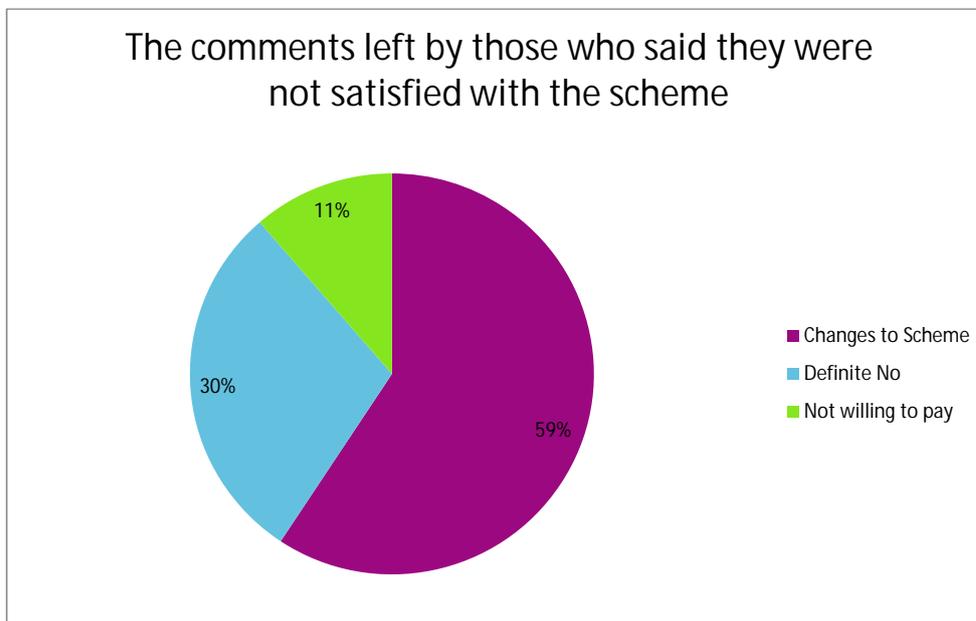
Are you satisfied with the proposed parking scheme as shown in the accompanying leaflet and maps?

Yes	No	No Opinion	Not Answered	Total
105	237	26	14	382



Of those who said no, 194 left comments. Those comments are as followed:

Changes to Scheme	Definite No	Not willing to pay	Total
115	57	22	0



Road	Are you Satisfied?	Comments
Avenue Road	Yes: 7 No (changes): 1 No (definite): 1 No Opinion: 0 Not Answered: 0	<ul style="list-style-type: none"> This road is located within a different ward to Erdington (Stockland Green), so I've had no information regarding ward meetings. We have trouble with shoppers/ nursery and commuters.
Barnabus Road	Yes: 1 No (changes): 1 No (definite): 0 No Opinion: 0 Not Answered: 0	<ul style="list-style-type: none"> Free of charge for the first period of time and then charge after this.
Bracadale Avenue	Yes: 0 No (changes): 0 No (definite): 4 No Opinion: 1 Not Answered: 0	<ul style="list-style-type: none"> Not willing to pay for a family member to park outside my house. Don't want to pay for a permit when there is no room to park currently.
Church Road	Yes: 0 No (changes): 3 No (definite): 0 No Opinion: 0 Not Answered: 0	<ul style="list-style-type: none"> Cars will start to park along the area of Church Road which hasn't been included. Unwilling to pay for a permit when the issues are outside the restriction times; in the evening.
Dunvegan Road	Yes: 3 No (changes): 1 No (definite): 17 No Opinion: 2 Not Answered: 2	<ul style="list-style-type: none"> Get rid of the whole idea. By introducing a scheme will cause more issues. Most properties have off-street parking and there is therefore no issue with parking. Anyone in Erdington could park on my road which will reduce parking for us. The scheme should be specific to the road they live on. Don't draw bays on the road as this will limit the parking space available.
Edwards Road	Yes: 9 No (changes): 8 No (definite): 6 No Opinion: 1 Not Answered: 0	<ul style="list-style-type: none"> There are no parking issues during the day, so making residents pay during this time is unfair. Restrictions should be extended to 10pm due to the college and leisure centre. My wife is severely disabled and taking away our advisory bay will make things very difficult. Orchard Road should be permits as well because we often have to park here. There is an issue with traffic; a one way system should be put in place.
Fern Road	Yes: 0 No (changes): 2 No (definite): 0 No Opinion: 0 Not Answered: 0	<ul style="list-style-type: none"> Fern Road to be included within the scheme as we will get displaced parking. Full enforcement on High Street.
Harrison Road	Yes: 2 No (changes): 3 No (definite): 1 No Opinion: 0 Not Answered: 0	<ul style="list-style-type: none"> I bring home different company vehicles so the permit scheme won't work for me. Visitor passes are too expensive. Resident parking only along Harrison Road.
Hart Road	Yes: 11 No (changes): 2 No (definite): 3 No Opinion: 1 Not Answered: 0	<ul style="list-style-type: none"> Unworkable as it will be too expensive to have workmen if I have to pay for visitor passes. Biggest problem occurs outside the restriction times. Too expensive Scheme isn't appropriate for elderly people.
High Street	Yes: 1 No (changes): 13 No (definite): 26 No Opinion: 3	<ul style="list-style-type: none"> There will be less space for people to park, with more cost. Therefore, there will be less customers. I need to park all day, how can I do this when there is a max stay of 4 hours? Too expensive to park all day I can't park outside my house to unload heavy shopping as I will have to pay. The disabled bays are too far down High Street. No permit restrictions on the outskirts of High Street. Not enough space for workers.

	Not Answered: 0	<ul style="list-style-type: none"> No charge as this will ruin businesses. Need to have a better understanding of the area before putting in a scheme. Unfair on workers.
Holliday Road	Yes: 2 No (changes): 2 No (definite): 6 No Opinion: 1 Not Answered: 0	<ul style="list-style-type: none"> The times need to change as I work during the day, so why would I pay for a permit? One permit per household not per car. Shouldn't register a permit to a vehicle as my car can change with little notice. You haven't considered the impact of the new leisure centre.
Machin Road	Yes: 1 No (changes): 1 No (definite): 0 No Opinion: 0 Not Answered: 0	<ul style="list-style-type: none"> More of the road should be resident permits as the "no waiting" seems to be extensive.
Mason Road	Yes: 10 No (changes): 3 No (definite): 2 No Opinion: 1 Not Answered: 0	<ul style="list-style-type: none"> Will people see vehicle access a place to park without paying as this currently happens. Pointless stopping restrictions at 6pm. Erdington is the most deprived in the Midlands and this scheme will be a financial burden. It will disturb local businesses and my work place.
Moor End Lane	Yes: 2 No (changes): 4 No (definite): 9 No Opinion: 4 Not Answered: 0	<ul style="list-style-type: none"> Put in resident parking only. I have no off-street parking; how can I park on double yellow lines?! Why should I pay for a permit if I already pay tax. Remove the "no waiting at any time". Moor End Lane should be removed from the scheme.
New Street	Yes: 7 No (changes): 4 No (definite): 7 No Opinion: 1 Not Answered: 3	<ul style="list-style-type: none"> Don't want any changes, leave arrangement as it is. We earn a low wage, residents should be given a free permit. Resident parking only, no business permits Why is Osborne Road South (area 4) not included within the scheme? Heavily disabled; my advisory bay will be removed.
Newman Road	Yes: 7 No (changes): 2 No (definite): 4 No Opinion: 1 Not Answered: 0	<ul style="list-style-type: none"> Remove the double yellow lines as residents will need this space to park. Shouldn't be forced to pay to park outside my house. Should be 7 days a week as issues with parking every day. If residents work, they will only require to park on an evening. Any changes will cause major issues for Trios Group.
Orchard Road	Yes: 4 No (changes): 5 No (definite): 12 No Opinion: 1 Not Answered: 0	<ul style="list-style-type: none"> Going to be a waste of time and money if it can't be enforced properly. Need to look at parking on Station Road. Want residents parking outside 101. Offers nothing for visitors with 1 hour limited waiting. When I need urgent help, no one will be able to park. Some of the road doesn't include restrictions; why does any part need restrictions? I don't have a drive, how can I park on limited waiting?
Orphanage Road	Yes: 0 No (changes): 2 No (definite): 3 No Opinion: 0 Not Answered: 0	<ul style="list-style-type: none"> Trying to drive out businesses by making them pay £125. Would appreciate a disabled bay. Why should we be treated the same as High Street with pay and display parking? Resident parking needed for when people come home from work.
Osborne Road	Yes: 3 No (changes): 3 No (definite): 1 No Opinion: 0 Not Answered: 0	<ul style="list-style-type: none"> Osborne Road (south) needs to be included within the scheme. No consideration for residents who don't have a car. How can I afford to have constant visitors?! Should cover Mon-Sun until 9pm due to the adult education centre.
Oxford Road	Yes: 6 No (changes): 1 No (definite): 1	<ul style="list-style-type: none"> Won't be sufficient space for residents to park on only one side of the road.

	No Opinion: 0 Not Answered: 0	• Didn't think I'd have to pay.
South Road	Yes: 1 No (changes): 1 No (definite): 0 No Opinion: 1 Not Answered: 0	• Residents parking only. • Include South Road as well.
Spring Hill	Yes: 1 No (changes): 4 No (definite): 7 No Opinion: 1 Not Answered: 1	• There are no parking issues during the day, therefore restriction times are wrong. • Too much to pay for a visitor permit. • Bays should be painted on the ground and then allocated to residents. • Why should I have to pay? • Extend the "no waiting at any time" further up Spring Hill. • No parking scheme. • Too restrictive and too large.
Summer Road	Yes: 3 No (changes): 1 No (definite): 1 No Opinion: 0 Not Answered: 0	• The worst parking issues occur after 6pm due to two pubs adjacent to a fast food shop where delivery men wait on our road.
Sutton New Road	Yes: 0 No (changes): 11 No (definite): 23 No Opinion: 3 Not Answered: 0	• From 6pm onwards, the whole road should be permits only. • Scheme will damage business in Erdington. • Need to make provision for its workers. • I pay road tax and should have a right to park on any residential road. • Hard enough to park with other workers in the area; you are just making it worse. • BCC should pay for its employees to park. • Employees travelling from a different city should be given priority permits. • Get rid of the whole idea. By introducing a scheme will cause more issues. • Too expensive to park all day • Scheme isn't suited for anyone working in the area. • Leave it as it is for working hours because most workers will have gone by the time residents come home from work. • Free car park for those who work in Erdington. • Extended time on pay and display machines. • You are unaware that there are two disabled bays outside my practice (opticians) which are used frequently by my elderly and disabled clients. • More roads around the train station to be included. • More disabled bays from 184 - 202 Sutton New Road.
Swan Gardens	Yes: 4 No (changes): 1 No (definite): 2 No Opinion: 3 Not Answered: 2	• Bad consequence for local shops and businesses. • Land is privately owned and can't be included within the scheme. • One free pass for each property. • Need double yellow lines not residential parking to address inconsiderate parking.
Trafalgar Road	Yes: 5 No (changes): 5 No (definite): 0 No Opinion: 0 Not Answered: 0	• Needs to be Mon-Sat. • Concerned about my disabled bay. • Weekday evenings are the issue. • No double yellow lines across dropped kerbs.
Wilton Road	Yes: 4 No (changes): 0 No (definite): 0 No Opinion: 0 Not Answered: 0	• Can't park outside house as BBH bays are being removed. • We really need this scheme. • Please implement as soon as possible.

York Road	Yes: 6 No (changes): 1 No (definite): 4 No Opinion: 0 Not Answered: 0	<ul style="list-style-type: none">• Concerned about where I will be able to park.• Utter joke asking us to pay when we pay our road tax.• Should apply per household not per car.• Change the "no waiting at any time" to allow for more parking.
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About AECOM

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