Appendix A – Summary of objections and comments 3C		
Key: Resident – A person who lives within the Area Non resident - A person who does not live in the area		
Resident/Non-resident/Business	**Comments**	**BCC response**
Resident	This is a great proposal for local residents and something that is clearly needed to reduce stress to households. Please consider how this will work with the many HMO's in the area, but please do not make this a chargeable permit to residents and turn this into a money making scheme	The permit costs are currently £21 which works out at less than 10p a day and just covers the administration cost issuing of the permits. The cost of enforcement comes from penalty charge notices that are issues as part of the enforcement process. Every household is guaranteed one permit should there be surplus space then there is the opportunity to provide a second permit and, on some instances, a third. A permit is only issued to a car is registered at the address to avoid abuse of the permits being transferred to other households.
Resident	As a resident of Poole Crescent I am strongly in favour of the proposed measures	Thank you for your feedback.
Resident	I do not have any objection to this it's a long time coming, my only objection would be be if I had to pay for a parking permit	The permit costs are currently £21 which works out at less than 10p a day and just covers the administration cost issuing of the permits. The cost of enforcement comes from penalty charge notices that are issues as part of the enforcement process. Every household is guaranteed one permit should there be surplus space then there is the opportunity to provide a second permit and, on some instances, a third. A permit is only issued to a car is registered at the address to avoid abuse of the permits being transferred to other households.

Resident	I welcome the idea of permits. There is not enough parking space for residents of the Four Towers TMO, and we have bhospital staff parking all over the place. You come back from shopping or work and there is no where to park. You then have to drive around to find some where. Also bearing in mind that Metchley House is shelterd accommodation, and even carers cannot always park near to the block. Some people living in Metchley House have mobility issues and cannot walk very far, if they a disability car or someone else drops them off they have nowhere near the block to park.	Thank you for your feedback. Metchley Towers forms part of Area 3B which will be implemented in parallel to this area.
Resident	I am writing to inform you that I do not agree with this permit as I think it is wrong that I live on Mill Farm Road and will have to pay to park outside the house that I live in how is it fair that I am being charged to park my car outside my house.	The permit costs are currently £21 which works out at less than 10p a day and just covers the administration cost issuing of the permits. The cost of enforcement comes from penalty charge notices that are issues as part of the enforcement process. Every household is guaranteed one permit should there be surplus space then there is the opportunity to provide a second permit and, on some instances, a third. A permit is only issued to a car is registered at the address to avoid abuse of the permits being transferred to other households.
Non Resident	I work at the QEHB hospital and am concerned that this proposal will increase demand on the already overstretched staff car parks. Due to childcare commitments it is not feasible for me to travel by the 2 buses i would need to take or drive to and park at a railway station. I already have to get to work by 7.00am to park and queue for upto 20 minutes to get into the car park. On a number of occasions I have been unable to park. The trust needs to implement a plan for more staff car parking prior to the council implementing this proposal.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.
Non Resident	I wish to formally object to this proposal. Staff parking at Queen Elizabeth Hospital site is notoriously bad, the parking spaces fill up by 7.30am so that if you start at 9am, you can't park on site. For those of us that commute to work by car, this means we can't park there. The residential side roads are the only choice we have, as the parking attendants on site have stopped us parking on visitor car parks too (which also cost a huge amount of money on a daily basis). Therefore by implementing this plan, you are directly impacting staff at QEHB and the NHS services for struggling patients. Please think about the impact this will have on patients of the NHS, if their doctors cannot get to the appointments on time to see them and treat them. This could be catastrophic. The only other resolution would be for QE to build more on-site parking, but that won't happen.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.

Non Resident	OBJECTION TO ALL PARKING MEASURES I am a doctor on rotation working at the Queen Elizabeth Hospital. I live in Warwick but I have no choice in the location where I work. Parking on the residential roads is the ONLY way I can commute to the QE. The hospital does not have anywhere near an adequate number of staff parking spaces. All my colleagues are in the same situation as me and they all park on the residential roads too. If you stop us from parking on the residential roads then there is no where for us to park and commute to the hospital! You WILL lose doctors working at the QE and the hospital cannot afford that.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.
Resident	I live in Cadnam Close, part of the proposal for resident parking. I would love for this to happen. Parking is a nightmare with hospital staff parking during the day and people visiting the Copper Fox pub in the evening. Personally I think the restrictions should also include the evening and weekends as the pub traffic really impacts the ability to park anywhere in adjacent streets. You only need to come to the close on an evening and you will see cars abandoned on the pavements and on grass verges. Please can we have resident parking asap. Thank you	Thank you for your feedback.
Resident	In favour of this for the residents. However why isn't Hilltop Grove and Harborne Lane included? I used to live in Hilldrop Grove but I sold it and moved out of the area - the reason - I was unable to park my car outside my house because of the mad situation of job/qeh staff parking on every curb available - inside hilldrop grove to both sides of harborne lane. I was unable to book any external company for maintenance and repairs as there was nowhere for them to safely park large vans etc. Often residents in Hilltop Grove cannot get into the cul de sac as cars park inconsiderately as often Hilltop Grove is the last space left for them to park. There are 10 houses in there without driveways and many rented as HMO! Please please add Hilltop Grove and Harborne Lane to this area and make it permit parking. As it will get worse in that spot once you implement the changes to Area 3b and Area 3c. The situation is unacceptable for the residents and it will get worse as it has over the last 10 years I lived in the area.	Harbourne Lane and Hilltop Grove is part of Area 3D which will be consulted on in the near future.

Resident	I am not interested to have the parking permit at Rodbourne road .it is because parking permit will not allow service personnel such as plumber ,roofer,carpenters,health visitors,friends,family members etc to park outside my house .I understand that city council can allow these person to park if i buy parking coupons before their visits but emergency visit are needed at the time when the council office is shut .Then plumber could ask me to pay for the parking tickets he received .The parking permits is for 1 car only and the extra car will be charged 3 time more than the first car . council can limits the no of permit per house hold. I do not like to renew my parking permits every year and if i change my car i need to change the permits .The sticker /parking permit on the windscreen is a give away of my home address i do not want my personal details open to public. I am object to parking permits in Rodbourne road based to above reasons I do not mind nhs staffs park the car in area 3c as they provided valuable services .They have to pay very expensive parking charges ,the wages in nhs is not very high .only 30% of residents in area3c have car i think they can tolerate nhs staff car . please do not allow parking permits . I do not want parking permits in area3c .	As part of the permit options there is an opportunity to buy visitor permits. The restriction only operate between 9-5 and Mon to Sat – this allows for visitor outside of these times without the use of a valuable visitors permit. A dispensation can be arranged for trade person to park for longer periods. The Council is now using virtual permit show your concerns around personal information being on display is avoided. There is an option to purchase a book of visitors permits to cover friends and families coming during the operation time. These can also be used for trade Persons
Resident	I am happy for local residents to have to have a parking permit. This will alleviate parking by non residents. What I do object to is having a charge for this service for residents and then also an additional cost for a visitor pass. I have lived in this area over 25 years and do not appreciate paying further charges to Birmingham CC. I already pay an additional cost for a Birmingham CC garage which is not cheap. I pay my road tax and council tax. The area is unkept and BCC do very little to address this. I think it should be a free parking permit for people that reside on the roads affected. This could have a massive impact on the grove lane shops and the other local businesses causing loss of income. The building of the local hospital should have incorporated sufficient parking or a means of park and ride for staff and visitors to the hospital. It is not the fault of the local residents that insufficient parking or high parking costs cause people to park on local roads. I am not happy to pay any additional costs to live in my own owned outright home. Please consider my objection!!	The permit costs are currently £21 which works out at less than 10p a day and just covers the administration cost issuing of the permits. The cost of enforcement comes from penalty charge notices that are issues as part of the enforcement process. Every household is guaranteed one permit should there be surplus space then there is the opportunity to provide a second permit and, on some instances, a third. A permit is only issued to a car is registered at the address to avoid abuse of the permits being transferred to other households.

Resident	I do not believe there is adequate parking at the hospital, and to remove on street parking and make it resident only, when many residents are at work during the day, seems ridiculous. I have been late to appointments before after being trapped in the car park with no spaces. I would much rather park on the street and leave places in the car park for those that need them. In addition, parking costs are ridiculous. When visiting a family member daily it is not sustainable but neither is taking public transport due to the additional time taken, when you also work and have a family to take care of. Stop making healthcare so expensive for people.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.
Resident	This is a great idea. Please could it be extended to Greenfield Road, St Mary's Road, Ethel Road and Margaret Road?	They form part of another scheme. Area 3A - greenfield, st mary road.
Non Resident	Cutting bus services (20, 20A) on Bristol Road leading directly to QEHB AND reducing availability to park around Hospital is discriminatory for elderly citizens and patients. You can do one or the other, but not both. The new city centre express bus X20 stopping by the University is not the for most patients, as their walking distance will increase significantly	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective of the project.
Non Resident	I fully support plans to enable residents to park more easily. However, the fundamental issue is that there is insufficient parking for both residents and staff at the QE. Public transport does not work for many of the staff who work shifts or for patients who often travel from a long way. The parking schemes will simply drive people to park on someone else's road and cause further disruption as has happened near me. Also, any schemes need to be adequately policed by traffic wardens which very rarely happens near me so people often park on yellow lines as the chances of being fined are so slim. The council needs to accept that the QE should be able to provide more parking for its staff and patients. I am fortunate to be able to walk to work but know that inability to park is a significant issue for colleagues and makes some look to work elsewhere- given recruitment issues this needs to be tackled. A hospital has unusual requirements for both staff and consumers that many businesses do not have and public transport remains insufficient.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.

OFFICIAL

Non Resident	When attending this hospital site, myself and family members always use taxi's, as parking has always been appalling, leading to two missed appointments. We have tried to use the Bus route but found this stressful too. You can never go upstairs on a bus as the smell of cannabis is over powering. We arrive by bus much too early for app's as they can be unreliable especially at peak times, for early morning app's. The residents who live near to this hospital site have my sympathy, and they must have our support with improving their right to park at their homes. I would add that the no parking should be a 24 ban, as there are many visitors in the evening and weekend to a hospital site. So why should the residents dread going out at the weekend to come home to not being able to park upon return?	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.
Non Resident	A restriction of parking in the area outlined will just move the problem elsewhere unless extra parking for staff and visitors to the QE site is addressed. Simply asking people to make more use of public transport is not something all can do when a 35 minute journey becomes an unpredictable, unreliable two hour one when using public transport.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective. This is only one of several areas to address communters parking and once implemented will address the issue of displaced parking.
Non Resident	The hard working staff at UHB have nowhere to park especially as they work at multiple sites. Some of them come at 630 for 8 am shift to guarantee a space. This plan will not only make the parking worse but affect patient care. It's time you thought about staff rather than your policy of blaming people who drive to work from far away.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.

Non Resident	Whilst I understand the intentions but even with staff parking in these nearby street for 12 hour shifts where are they to have safe parking otherwise.As the QE has almost no staff parking spaces and what are available are expensive please explain WHERE to park (personal safety) when starting early and finishing late on a secluded,dark and isolated road far away from the hospital.Many medical and clerical staff live many miles from the QE..including Bromsgrove, Redditch,Great Barr and a few travel from as far afield as Cannock . If you could also explain how starting at 7.00a.m and finishing at 7.00p.m please explain how do you get to any of these and many more outlying suburbs on an ever reducing public transport service. One of the few answers would be to resource building of a multi staff car park …	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.
Resident	There is no problem parking on Poole crescent. The cars that are parked here are from people who either live in the houses and visiting friends. I don't know about the other streets, but whenever I've had to park the QE there's always been space. The problem isn't space at the hospital, but the cost of parking. That's what you should be focusing on, not making it more difficult for those who live in area, particularly for friends and family who visit.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.
Resident	There is also a large amount of parking on Harborne Park Road along Grove park area. It can be very difficult to exit the Grove Park car park with cars parking right up to the entrance so difficult to see on coming cars on leaving, until you have “poked” your car a significant way into the carriageway, and the speed limit often not being adhered to. I have also seen multiple people park in that car park and leave in the direction of the hospital. This potentially makes it difficult to take my grand children to that lovely park (they are too small to walk that far and there is no direct bus) should the car park fill up with none park vehicles. This must also potentially be a problem for the multiple dog walkers using the area.	Thank you for your feedback. The concerns regarding parking on Harborne Park Road and at the Grove Park car park are noted. However, these issues fall outside the scope of the current scheme. The council is to deliver the measures that were consulted on, and therefore any additional interventions at this location cannot be considered at this stage.

Non Resident	I am writing in response to Birmingham City Council's proposed parking permit scheme, University & Hospital Parking Measures – TRO Area 3C, which would introduce controlled parking measures in the vicinity of [insert hospital name, e.g. Queen Elizabeth Hospital Birmingham], operating between the hours of 9:00am and 5:00pm. While we understand the Council's intention to support local residents and manage congestion, we must express serious concerns about the impact this proposal will have on hospital staff, patients, and visitors — particularly during standard daytime hours when our services are at their busiest. Key concerns include: Staff Access: A large proportion of hospital staff work shifts that fall within the 9am–5pm window. Many are unable to access on-site parking due to limited capacity, and public transport may not be a viable option due to cost, service limitations, or the nature of their shift patterns. Introducing permit restrictions during these hours will leave many staff with no reasonable parking alternatives. Patient and Visitor Impact: The proposed hours coincide with the peak period for outpatient appointments, day-case procedures, and visiting hours. Patients often rely on carers or relatives for transport, and many already struggle to find nearby parking. These new restrictions would add further pressure and anxiety to those accessing essential healthcare. Equity and Inclusion: Those most likely to be adversely affected include lower-paid staff, people with mobility issues, and those travelling from further afield where public transport links are limited. This proposal risks disproportionately affecting vulnerable groups. Workforce Retention: At a time when recruitment and retention of NHS staff is a priority both locally and nationally, measures that make daily access to the hospital more difficult could undermine those efforts. We therefore urge Birmingham City Council to reconsider the proposal in its current form. We would welcome the opportunity to engage in meaningful dialogue to explore balanced solutions that meet the needs of residents while safeguarding access to critical healthcare services. Thank you for considering this response.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.

Resident	I fully support the proposed parking management plan, which I believe is a sensible and much-needed approach to addressing local parking pressures. As a resident of St Mary's Road and a medical professional working both as a GP in Harborne and as a consultant at the Queen Elizabeth Hospital, I frequently need to carry out home visits in the local area. In such cases, it is essential that residents are able to offer visitor permits to healthcare professionals and other essential workers. I strongly urge the council to ensure that residents are permitted to apply for visitor permits to facilitate this, as it enables us to continue providing essential care in patients' homes. I would also like to raise a concern based on a recent personal experience. During a six-month period when I was unable to use my driveway due to ongoing building works, I discovered that I could not access a visitor permit other than a daily option. This permit was priced only marginally lower than a standard parking fine, which seemed wholly inadequate and punitive under the circumstances. As a result, my family and I were forced to park on nearby streets without permit restrictions, inadvertently contributing to local congestion during weekdays. I hope the council will take these considerations into account to ensure that the scheme is fair, flexible, and supports both residents and essential worker visitors.	The permit costs are currently £21 which works out at less than 10p a day and just covers the administration cost issuing of the permits. The cost of enforcement comes from penalty charge notices that are issues as part of the enforcement process. Every household is guaranteed one permit should there be surplus space then there is the opportunity to provide a second permit and, on some instances, a third. A permit is only issued to a car is registered at the address to avoid abuse of the permits being transferred to other households.The Visitors permits are one time use only; residents will be able to decide how to use them.

Non Resident	I went to QE hospital as to start chemotherapy treatment. My first appointment with oncologist I arrived 40 mins early to allow for traffic and parking. All car parks were full we waited and eventually I had to leave my partner to try and get a parking space otherwise I would have missed my appointment. My partner tried for a further hour to get a space either on site or on roads nearby to no avail. He ended up sat in car parked on double red lines, whilst I had to attend appointment on my own. Also being a chemotherapy patient I was told not to catch public transport as too dangerous, with no immunity. Walking or biking would also not be an alternative with fatigue from chemotherapy. Taxis would be too expensive having to go numerous times in a month. In the end I transferred to New Cross as the stress of getting to QE (over an hour) plus not being able to get a parking space was something I wasn't prepared to do as well as coping with effects of chemotherapy treatment	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.
Resident	Support in full the introduction of these measures. However, my main concern is that they are likely to lead to displacement parking of the hospital workers to areas such as Metchley Lane and Harborne Park Road.	Thank you for your feedback. Harbourne Road forms part of another scheme Area 3D
Resident	This Traffic Order has neglected to address the serious and ongoing parking problems on Mechley Lane opposite the Queen Elizabeth Hospital. Kerbside parking by hospital employees, patients and visitors outside house numbers 145A, 145B, 145C and 145D on this busy thoroughfare is incompatible with the safe and rapid movement of ambulances, the bus stop opposite the kerbside, heavy pedestrian traffic a shift changeover and resident drive access.	Thank you for your feedback. Metchley Lane forms part of another scheme Area 2C, to be delivered in the near future .

Non Resident	Dear transport team at Birmingham city council I have seen your most recent plans to increase parking permits to locals in the streets around hospitals including QEHB and BHH. I am a member of staff there and so will be directly impacted. I have multiple comments on my objections to this and areas that need existing improvement current parking at QEHB is completely inadequate. The parking is full by 0730 every day making it impossible to get a space. It is also exorbitantly expensive at 1% of salary, which is already a disgrace. This is BEFORE any measures to further restrict street parking for staff - I agree with the reasoning to expand parking permits, however this cannot be before the current huge issues with staff parking have been sorted at the site. This has been raised locally multiple times with no action taken. If the council is becoming involved in street parking, there needs to be council action to improve parking availability and cost at the site as it is inevitable that any further restrictions on street parking will increase the strain on UHB car parks Increasing public transport availability is all well and good, but does not help staff with mobility issues who may not be able to do this. Also by it's nature, a hospital, very unwell people will be attending and so need a convenient way to travel - taking 2-3 buses does not fit into this. No trains run before 9am on Sunday. This makes public transport obsolete for all clinical staff who will be starting at 0800 or earlier Public transport is already hugely overpriced. I commute only 3 minutes on the train (five ways to university), but this costs me £4/day with a Railcard. This is £5 on national express buses. For people travelling from say Warwick, this is £13/day. If you are justifying changes by expanding public transport, the price needs to be considered. This equates to £800/year for me for 3 minutes of train, simply ridiculous. There is also the time limitations. Shifts are 12.5 hours and such shifts are often back to back. Public transport inevitably takes longer door to door. It may take 1 hour to commute to and from a shift on transport, and then time for meals/life on arrival home. You therefore have the staff you depend on to provide care exhausted having 6.5 hour sleep at best between already hectic shifts I look forward to your reply addressing each point in turn. I implore you to consider the impact this change will have on hospital staff the public depends on. Given QEHBs inaction, it is not acceptable to say that this is a local UHB issue given governmental action on parking nearby and the impact this may have on staff and, by extension, public health. Kind regards Dr Alec Rapson	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.
Resident	The problem is that patients in pick up and put down may and visitors may not be able to access the buses or indeed know whyen they are going to need them. You can't time a baby delivery for example. Buses and cycles can be impractical. Whilst there may be an impact on the side roads, the answer is to build more car parking space into the hospital grounds and not ban cars from it. Stop the council war on cars and recognise please that most public transport is unreliable (especially buses) on timing and doesn't alwea6ys go whjre you need it to go.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.

Non -Resident	I appreciate the problems for residential parking near the QEH HOWEVER you must/should supply sufficient parking at the QE for staff and patients and visitors. Car parking was blocked when the inital building plans were submitted as the idea for Birmingham to go greener was the hope. However you must realise that hospitals need sufficent adequate parking. Allow QEH to build a multi story	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.
Resident	Whilst I have no objection to resident only parking I am concerned about the parking provision at QE hospital. My husband and I are both pensioners and unable to access QE other than by car. For a recent appointment I spent over an hour trying to park my car in the multi storey car park. I knew parking would be a problem so arrived very early. By the time I had parked we just made the appointment. Other than arriving several hours before the appointment and spending a considerable amount in parking charges I am concerned that the situation will become even worse. I do not park on local roads but if those that do are forced into the hospital site the situation can only get worse. Provision of a park and ride would be a possible solution, but I doubt if this is part of this plan	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.
Non Resident	Why do the proposed resident parking regulations, only apply to roads so close to QE/University, the parking problems associated with both, extend far beyond, as does the traffic flow? My postcode is just a skip from the crest of Aston Webb Boulevarde. It's a cul-de-sac, off a cul-de-sac, at first sight, a quiet little parking haven about a mile from either? Unfortunately, it also has 'two' schools on it, and the associated traffic. It also appears to be more convenient than the car parks for any of the three local retail parks? It has a populus of a few HMOs (?), several families, and a majority of residents far beyond pensionable age, many residents needing daily carers visits, and regular ambulance visits, and there is barely enough room for residents to park. There's a disability parking bay outside my own house. I'm aware it's only a courtesy feature, but it means nothing to the parasites that treat the road as private parking. If the latest proposed student flats go ahead on the original Sainsburys site, then parking demand will cascade down from A38 too. The inadequate parking being incorporated into student accommodation, being absolutely laughable, unless you live near one. This postcode suffering from proximity to at least 'six', relatively new ones!	Thank you for your feedback. The scheme address concerns from residents in Area 3C about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.

Resident	I am a regular visit to the hospital due to serious and complex illnesses. I support this plan. I strongly request improved bicycle access to the hospital. I cycle to appointments about once a month, and the lack of safe inclusive cycle tracks to the hospital is shameful.	Thank you for your feedback. Unfortunately we cannot advise the hospital on its infrsatructure arrangements.
non Resident	Given the lack of parking on site at the hospital it is incredibly difficult as someone who commutes 40+ minutes drive to work everyday to find somewhere to park, and this would make it substantially more difficult. I have tried public transport but the train times do not fit in with my working hours, it's £14+ a day, and almost always delayed or cancelled.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.
Resident	This Traffic Order has failed to address the ongoing and serious parking problems on Mechley Lane, opposite the Queen Elizabeth Hospital. Kerbside parking by hospital employees, patients, and visitors outside 145A, 145B, 145C, and 145D Mechley Lane creates a hazardous situation. This busy thoroughfare is used by ambulances, buses (with a stop directly opposite), and a high volume of pedestrians, especially during shift changeovers. The parked vehicles obstruct safe and rapid emergency access, compromise visibility at the bus stop, and regularly block residents' driveways. This issue must be addressed as a matter of urgency before looking at parking further away from the hospital where the problems are less acute.	Thank you for your feedback. The issues outside the metioned addressed are to be addressed as part of Area 2C in the near future.
Resident	I fully support all proposals given In addition Gibbins Road and the Bournbrook student area need Residential permits too. I have seen these areas also become clogged with commuter parkers which is a nuisance for local residents.	Thank you for your feedback.

Resident	I agree with the proposed changes. I'd also like to highlight that the need for additional parking to support the demand arising from the new (private) Harborne Hospital should have been taken more fully into consideration at the planning/permit stage, including requirements, e.g., for parking buildings - both for its own population and to support the needs of people working at/attending the QE Hospital.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.
Resident	Grove Lane should be included in the permit holders area. It is becoming increasingly difficult to park outside your own home and most mornings someone parks outside our property to walk to the hospital. The same happens sometimes in the small park carpark. The suggested scheme will make this worse for those of us living on Grove Lane.	Thank you for your comments. The concerns raised relate to an area outside the boundary of the current scheme. As such, they are not within the scope of this project. At present, the council must focus on delivering the measures that were included in the consultation.
Resident	I fully support this project / proposal	Thank you for your feedback.

Resident	Please find my objections and solutions to the University & Hospital parking measures. As this scheme will not work on its own and a multi-levelled approach is needed to solve this problem. The biggest issue of these schemes is that it moves the problem of parking on to someone else's area. Where my mother lived did have good parking until the Leicester University and University Hospitals Leicester introduce a similar scheme which moved all the parking to where she lived. What I saw was people parking their cars and then either walking or getting a fold-up bike out from their cars. I am sorry to say that this is what I will do if the scheme comes into effect. Also, people can just get one of those rental electric scooters and leave them clogging the streets up outside the University and Hospital. The above will also have a financial burden. It may help those residents who can afford to pay the annual fee but what about those that cannot afford to pay. I have seen no mention that this is a free scheme or whether there are any concessions. The 2000 car parking spaces at the QEHB hospital has contributed to the parking issue that residents have. A major rethink on this should be considered as increasing this is part of the solutions to this issue. Also contributing to the issue is the way the UHB operates its parking schemes should be re-considered, as you must pay twice if you worked across hospital site as there are two different companies running two different parking schemes there needs to be one charge, one company. Another negative outcome that will happen if this scheme is agreed is the effect on parents with very young children that work at QEHB. As UHB will lose staff owing to the difficult parking situation here at QEHB. As usually these children may have to attend nursery, breaking the journey before driving to work and then there is nowhere to park. This is my experience as a member of staff I was working alongside could not find a parking space in time to start work and they got so fed-up paying the full priced parking they left. With the new scheme this will get even worse. A solution could be a free park and ride scheme for University/UHB staff but in this present financial situation I'm not sure either organisation could afford this or even the city council. It always makes me think that local authorities do not understand the way that people think and behave when I hear them say "We are working with the university and hospitals to encourage as many people as possible to make their trips by public transport, cycling and walking.". To make people do this then public transport needs to improve. I know the trains have improved with new trains and a new satiation. But has the safety improved specialty for those dark nights and working nightshifts as there have been a number of issues on and off trains such as medical students being mugged just outside the QEHB on the way to the station and on the train itself (if you need evidence of this please contact me). At the time the QEHB was not interested at all in this situation and said it was up to the University to sort it out as it was their land (I still have the e-mails on this). I will never use the buses as they are unsafe and when I did, I've seen people smoking weed with that awful smell. The fear of violence is always with you when to travel on the bus in Birmingham. The only way to address this fear is to have security on the buses. In the long term the effect of lack of parking availability will see higher house/rent prices around the university and hospitals. This will also take place around the direct train routes.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective. The permit costs are currently £21 which works out at less than 10p a day and just covers the administration cost issuing of the permits. The cost of enforcement comes from penalty charge notices that are issues as part of the enforcement process. Every household is guaranteed one permit should there be surplus space then there is the opportunity to provide a second permit and, on some instances, a third. A permit is only issued to a car is registered at the address to avoid abuse of the permits being transferred to other households.The Visitors permits are one time use only; residents will be able to decide how to use them. This scheme forms part of a series of scheme to addrees parking by commuter but also support each other against the possibility of displaced parking.

Non Resident	Where there are clear concerns about inconsiderate parking I can understand the desire to have restrictions on parking. What I don't understand is why some quarters believe that public transport is the panacea for all public mobility needs. I can't use a bus to rush over to my daughters school and escort her back following a shift at work. I can't drop her off and get to work in the morning in time using public transport. We are a one income family and the parking costs at the Trust are considerable. I use my vehicle for work and pay extra insurance for the privelege. Having to now worry about not being able to park around the site on public roads is yet another indication of how little concern has been given to the staff of one of the largest employers in the city. The Hospital was built with less than adequate parking and no doubt that was also with the view to forcing people to use public transport.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.
Resident	Permit Only Parking Rodbourne Road Area 3C Excellent, very pleased to learn that the parking issues have now been resurrected after proposals issued to us in April 2019, the situation affecting residents has only increased substantially in the intervening period. Hopefully we will not have to wait a further six years to see the proposals coming to fruition.	Thank you for your feedback.

Non Resident	The parking provision at the Queen Elizabeth Hospital is not fit for purpose. There are not enough on site parking spaces for facilitate staff coming work, despite large numbers travelling by public transport. I used to get the train - the morning services through university station that arrive in time for the start of a working day are usually packed full with standing passengers and make for a very uncomfortable journey. The bus routes are reasonable but this is not convenient or feasible for all. The QEH employs staff from all over the west midlands, many coming from 30+ miles away to provide service to our patients. Employees pay monthly for car parking but there is no guarantee of a space and for many they are never able to park on site despite paying. There are frequent queues through the site of people waiting for parking which is unsafe for emergency vehicles and pedestrians. Typically arriving anytime on site after 8am means that no space are available. A new hospital was built on the site with very little additional parking provision allocated. May colleagures rely on nearby street parking to be able to travel to work. Removing this option will surely cause significant issues. I appreciated that this may be neccessary for local residents but why is the council not looking at building or acquiring additional parking for the hospital site? This is the flagship hospital of the west midlands and staff are unable to attend work because of lack of parking. If the are, they are arriving excessively early for shifts and sitting in queues. We are told that the number of parking spaces on site is restricted by Birmingham City Council due to 'green initiatives' to encourage more to use public transport. There are many other ways to improve the emission footprint of the hospital which don't involve making it difficult for staff to come to work. It seems a certainty that with a parking restriction, colleagues will end up ust parking further away on other local roads - possibly leading to more parking permit restrictions; a vicious cycle. I would suggest that tackling the root cause of the problem will yield much better results in the long term rather than choking out collagues who just want to be able to get to work.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.
Non Resident	If this is introduced I will hand in my notice at Queen Elizabeth Hospital. Low wage, half an hour lunch and now no where to park! I am out of my house for 10 hours 5 days a week. Enough! I will be encouraging my children who work for the NHS to seek work abroad. Most staff cannot afford to pay for parking either.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.

Non Resident	I travel to work by car from Halesowen and normally park on the Harborne Park Road. I then have a twenty minute walk to my building. I do not live near a train station and the nearest bus stop that would get me to the QE is a fifteen minute walk from my flat. On my wages I could not afford to pay the parking charges at the QE, nor could I afford to run both a car and use public transport. If I have a problem parking I may have to find another job. I only have my wages as I live alone. I do hope you take this into consideration when looking into the parking permits. I understand the residents issues but the staff at the QE have this problem constantly. Thank you.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.
Non Resident	I am in agreement with the proposed University and Hospital parking measures - Traffic Regulation Order area 3C on all accounts. As an employee of Queen Elizabeth Hospital Birmingham, I have first hand experience of how congested road side parking can be, and the consequences this has on local services. Furthermore, in my department alone, care theft is a massive issue and this may help protect commuters from this risk. My biggest concern however is the impact this will have on parking pressures at the trust. The current parking facilities for both patients and staff massively fails to meet demand. Employees who currently pay for the "privilege to park" fight daily for spaces in a massively oversubscribed car park, some arriving 3 hours before their shift in order to obtain a space. Whilst the trust advocates the use of public transport, realistically this is an expensive option. Furthermore the trust offers no long-term financial support for public transport users, despite them likely absorbing green grant funding from the government to keep car usage low. Currently, staff are offered a 4-week free bus pass. There is no discount on rail use, and 4 weeks is not a long term option. I would highly recommend that the University and Hospital offer compulsory long-term discount on bus and rail, so that this be made affordable. If not possible, further action planning on additional car parks, or park and ride options need to be considered. With the combination of the Queen Elizabeth Hospital, Women's Hospital, Heritage Hospital, new Harborne hospital and Mental Health Units, this area is building up to be one of the biggest hospital campuses in Europe. Parking and public transport incentives should reflect this but do not, which has led to the current crisis. I am implore cheaper travel options if you wish the remedy this issue.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.

Resident	I am very much IN FAVOUR of this TRO. There are too many cars parked and they are often parked in a very inconsiderate fashion during the working week. I work at QEHB and I empathise with my colleagues, but in the absence of car-sharing there are too many individual cars that have a negative impact on the neighbourhood. I think QEHB is negligently failing to accommodate it's staff's needs: reliance on public transport and shift work are not consistently compatible. This is further compounded by weather extremes, and transport worker strikes. During my night shifts, I regularly observe cars queueing to park from 06:30AM and my colleagues who start at 08:00 AM confirm this is the only way you can guarantee parking, even though you pay for parking on a monthly basis. The QEHB board is well aware of the parking issues faced by their staff but decided to ignore it and create undue tension in their staff even before their working hours begin.	Thank you for your feedback.
Non Resident	I work at QE and have to park in side streets as there is just nowhere else. I lift share and occasionally use public transport. Often, I have things to do after work so do need my car. I think it is shocking that the wealthier roads around the hospital, such as Farquhar Road, has very limited parking although it is wide and parked cars on either side would not impact anything whereas places like Leahurst Crescent, are left to fend for themselves. I believe that it would be impossible for an emergency vehicle to get done Leahurst Crescent any week day between 9-5. Once again, the poor person loses.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.

Non Resident	To Whom it may concern, The proposed traffic regulations would increase parking around other roads around the QE hospital and University sites which do not have resident parking regulations. I currently park on a street near the hospital and walk 18 minutes to get to my office in the QE hospital building. If other cars park in the streets that I park on, I will need to park further away and then walk 20-25minutes to work Mon-Fri, on top of my car journey. This is not feasible long-term as I have family commitments and am a carer for my elderly father in the evenings. The staff retention is already difficult at the Q.E. hospital and I believe that car parking is one of the issues why staff leave. I have worked at 4 different hospitals in the West Midlands and the Q.E. has the worst car parking situation out of all of them. I know that hospital consultants will park in visitors car parks as it's easier than street parking, and this impacts on patients finding car park spaces to get to their appointments. Another option to solve the parking situation would be to work with the hospital and university organisations to create a park and ride scheme on land further away but with a shuttlebus, as other hospitals have done, such as Coventry and Derby. This would be more suitable to implement before enforcing traffic regulation, so that staff have a suitable alternative to street parking.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective. complimentary measure to prevent displaced parkng whtin a 20min walking radius.
Resident	I, as a resident of Poole Crescent, strongly agree with the proposed measures for parking permits. This is something that should have happened years ago and it is increasingly getting worse. It is difficult to park anywhere near my house during the day, the pavements are almost always blocked and how some of the parking occurs daily, it would be impossible to get an emergency vehicle down the road if necessary. Littering from the hospital staff is also a problem as they have no regard for the residents.	Thank you for your feedback.

Resident	Good afternoon. I strongly object to the proposal. While I do not deny that the expansion of the hospital is causing more congestion and on road parking, restricting parking will just push the issue further out to other residence. Additionally by restricting these roads the council are effectively discriminating against key workers and sick patients who are using these roads to park due to inadequate car parking provisions provided by the hospital. Parking in the road is not a criminal offence. If you are going to discriminate in this way I believe it is only fair to make all roads in Birmingham residential permit parking only. Regards.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.
Non Resident	TRO area 3C. It is very expensive to park in the staff car park. Not only is it expensive but also very hard to get into in the morning that I start working at 0730. I am a Band 2 Healthcare Assistant as Bank staff, and having to pay for parking is a lot. £20 or more is a lot of money to partake for parking that you are not guaranteed to have. Parking on the street is one of the ways I try and save money with the rising cost of everything. I understand that the residents needs to be able to park outside their house. I am never one to block a driveway.	The permit costs are currently £21 which works out at less than 10p a day and just covers the administration cost issuing of the permits. The cost of enforcement comes from penalty charge notices that are issues as part of the enforcement process. Every household is guaranteed one permit should there be surplus space then there is the opportunity to provide a second permit and, on some instances, a third. A permit is only issued to a car is registered at the address to avoid abuse of the permits being transferred to other households.
Non Resident	While I don't object to the proposed measures in principle, I feel that restricting parking around the hospital without first sorting out the issue of where hospital staff can park is only moving the problem elsewhere and not solving anything There is a major problem with parking at the QE and as a member of staff I can't get a permit, and need to drive to work because of irregular hours, childcare issues etc and there is no other way for me to come to work without parking somewhere near the hospital	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective. line about oter sccheme 20mins
Resident	Agree to all new parking restrictions	Thank you for your feedback.

Resident	I think that the parking situation is fine in my area - I don't really understand why we need permits in this area as we're not short on space. I think it's just another money making scheme for the Birmingham council - it's going to cost me to park next to my home! And! It's going to be limited to one permit per house hold... Do you not think that's a bit annoying as there's loads of large family homes in this area that obviously have more then 1 car. I think is especially true when residents can't even get the garages, and in fact people who don't live here are using them all. I would like to formally object to this on the basis of additional costs to the proposed measures on al.of the effected households in this area.	The permit costs are currently £21 which works out at less than 10p a day and just covers the administration cost issuing of the permits. The cost of enforcement comes from penalty charge notices that are issues as part of the enforcement process. Every household is guaranteed one permit should there be surplus space then there is the opportunity to provide a second permit and, on some instances, a third. A permit is only issued to a car is registered at the address to avoid abuse of the permits being transferred to other households.
Resident	I formally object to the proposal of permit parking at Cadleigh Gardens, B17 0QB. I think that the parking situation is fine in my area - I don't really understand why we need permits in this area as we're not short on space. I think it's just another money making scheme for the Birmingham council - it's going to cost me to park next to my home! It's also going to be limited to one permit per house hold. This is unfair on larger families who require more than one vehicle. I think this is especially ridiculous when residents can't even get the garages, and in fact people who don't live here are using them all. One person in our household is also housebound and requires therapies at home. This would be costly and complicated with a parking permit scheme. I formally object to the permit scheme at Cadleigh Gardens. There is no requirement for it, so it’s clearly just a money making scheme for the council.	The permit costs are currently £21 which works out at less than 10p a day and just covers the administration cost issuing of the permits. The cost of enforcement comes from penalty charge notices that are issues as part of the enforcement process. Every household is guaranteed one permit should there be surplus space then there is the opportunity to provide a second permit and, on some instances, a third. A permit is only issued to a car is registered at the address to avoid abuse of the permits being transferred to other households.

Resident	I am disabled and housebound and require therapies at home. A parking permit scheme would make this costly and complicated and would severely limit my ability to access the care I need. I formally object to the parking permit scheme at Cadleigh Gardens	The permit costs are currently £21 which works out at less than 10p a day and just covers the administration cost issuing of the permits. The cost of enforcement comes from penalty charge notices that are issues as part of the enforcement process. Every household is guaranteed one permit should there be surplus space then there is the opportunity to provide a second permit and, on some instances, a third. A permit is only issued to a car is registered at the address to avoid abuse of the permits being transferred to other households.
Resident	I am writing to express my support for the new parking permit initiatives in Poole Crescent. At last, Birmingham City Council is taking meaningful action to address the ongoing parking issues in the Harborne area. Poole Crescent has long been a lovely, well-maintained family neighborhood, but recent developments have significantly impacted its character. The grass verges have been severely damaged, and there is a troubling pattern of hospital staff parking in the area, often blocking access and making it difficult for residents to enter or leave their street. This demonstrates a clear disregard for the needs of the local community. We welcome the planned measures by the council to regulate parking and restore the tranquility and safety of Poole Crescent. These steps are much needed and appreciated by the residents who cherish this neighborhood.	Thank you for your feedback.
Resident	I agree with having parking permits put on the road where I live poole crescent think it wil be good as there's 2 many hospital workers parking here and ambulance and other vehicles such as binman can't get though	Thank you for your feedback.

Resident	I am very much opposed to this, firstly where do you expect the NHS staff to park, they have one car park for the staff and the others first come first serve, and these are no where near enough for them. I do agree that when parking on my street they do not park responsibly causing emergency services and waste people to not be able to get down which isn't good. I can always park by my house or there abouts. Maybe you could think about putting double yellow lines down one side of the road, and maybe on all the named roads this may help with emergency vehicles and other big vehicles. There are also some roads around the area that are no parking i.e. roads where most people have drives but there is still spaces where they could park but are not allowed (posh areas) there are also roads near the hospital that are double yellow lines on both sides, Metchley Park road being one of them, why? I know you also wnt to encourage people to to walk or take public transport but it's not always feasible. Our NHS staff need to park somewhere. My second reason is I do not wnt to have to pay to park outside my own home it is disgusting, and I am also on a very low income as I am a carer for a family member and I would be able to afford this, so what am I to do. There are ways of making things better on all of these streets without making them permit holders only. But the council don't wnt to pay instead they wnt the public to pay its outrageous.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.
Non Resident	I agree with the proposal. However there are a lot of night shift staff of QE Hospital who park at these places from 7:00 pm to 8:00 am as well . This causes a lot of congestion in the evenings as well. Will it be possible to start the resident permit scheme from 7:00 am as it will prevent the night shift staff from parking at these areas .	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.
Resident	The resident parking permit scheme for Poole Crescent is essential and should be implemented as soon as possible as the current situation is intolerable. During weekdays it is sometimes impossible for refuse collectors, emergency vehicles and delivery drivers to get past the badly parked cars. Grass verges have been destroyed and it impossible for kerbsides to be cleaned. Hopefully when the scheme is in place it will be monitored and any cars parked without permits will be removed and penalties imposed.	Thank you for your feedback.

Non Resident	As a resident of the affected area I am for these measures. For years we have struggled to go shopping during a week day as the moment we leave, we are unable to park on our own road. It feels like it has been getting worse over time. I work for the NHS (UHB) and my wife for University of Birmingham so we understand our colleagues issues with parking but blanketing the local streets at the expense of tax paying residents is not the solution.	Thank you for your feedback.
Resident	Much needed! Cars parked every day entirely on pavements blocking pedestrian access! Anyone in s wheelchair or with a pushchair or pram is forced to go onto the road! How will this be policed? It needs to be on a daily basis from early morning to around 8pm, so it will require a number of human resources. Otherwise the scheme will be ineffective. Just more laws for people to ignore which is already the case.	Thank you for your feedback.
Non Resident	I formally object, to all TRO measures that are proposed. If this is enforced and goes ahead it will have a huge detrimental impact on those individuals who live further a field and are unable to get public transport to and from work. Might I the majority of people who use off road parking are those An example is myself, I live in Walsall and already have to spend around double the amount of time on my commute due to the fact that UHB NHS Trust do not have sufficient parking for staff. This means that I use offsite parking which is already heavily congested. By implementing these changes all that will be achieved is that the problem will move to other streets around the area. It certainly is not a solution to the problem.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.
Resident	I live on poole crescent in one of 3 cul de sac we have people parking on the small pavement opposite our drop drive on the corners which makes it impossible to walk up the path with my babygrandson in his pushchair we have to walk in the road to the next drop drive we have people parking on the small island that is located outside number 46/48 grass verges are turned in to mud baths paths are covered in mud,bins are not getting emptied and the whole crescent is a mess bin bags everywhere cars everywhere people bad mouthing us if we ask them not to park on the path or verges .Drains not being cleaned and coursing flooding to our front garden and the grove I STRONGLY AGREE WITH PARKING PERMITS	Thank you for your feedback.

Resident	Regarding parking measures that are proposed in Poole crescent b17, I strongly believe that this should go ahead. Ever since the hospital opened its doors it has been a nightmare for local residents, in large because of selfish outrageous parking by many hospital workers and visitors, it is only a matter of time before a serious accident takes place with cars parked on corners at the top of Poole crescent creating blind corners where people come round way too fast and because the pavements are fully covered with parked cars parents with young children are having to walk some distance in the road and can't be seen owing to the cars on the corner, there have been close misses that have led to some nasty arguments between hospital staff and residents, apart from the dangers we have missed bin collections owing to double parking and the truck can't get through this would also apply to emergency service vehicles too, I have witnessed an ambulance turn back and go the other way, this puts lives at risk, also deliveries to our home have also been a problem, another issue is the local flooding that council have been made aware of since the trucks can no longer come down and suck out the drains/ gullies in the autumn when all the leaves fall from the trees, all the grass reserves are completely trashed despite signs people still park on them all of this I have no doubt has a negative effect on house prices our health, environment and well being, please go ahead with the scheme and give us back our neighbourhood.	Thank you for your feedback.

Non Resident	I'm extremely grateful to see this proposal addressing the parking issues. I had previously raised concerns and am really pleased that this is now being looked into. The parking situation on my street is a real problem due to the number of visitors to the Queen Elizabeth Hospital. There are frequent instances of dangerous parking, which reduces visibility and increases the risk of accidents. My personal driveway is often blocked without anyone knocking to ask if they can park in front of my dropped curb, making me late for work numerous times. I've seen larger vehicles including the bin men not be able to fully fit down the street due to poor parking. Even I have had to come in from the other end a few times because of people parking too close on both sides of the road. One of my main concerns is the cars that regularly park on the grass verges, many of which are now just muddy patches or have been covered with makeshift paving stones and bricks. This not only affects safety but has also damaged the appearance of the street making it look unsightly. In the winter this mud is spread all over the pavements. If this new scheme is introduced please ensure that parking on pavements and verges is also stopped by outlining designated parking spaces on the street. I fully support the aim of prioritising residents' access to parking and improving the safety and functionality of our roads. These changes would make a huge difference to the quality of life for residents while still allowing appropriate access for visitors. Although I strongly welcome the idea, I have lived on permit only streets before and did find that it can be a hindrance in some cases. We were allowed 'visitor' permits but only 50 for free a year and they had to scratch off the date and put it in their windows. I found this excessively restrictive. I should be allowed to have guests visit my own home whenever I wish and not be restricted on the days they can come. If the proposal is implemented please ensure that residents have easily transferable visitor passes for every day of the year. I will say if there is any sort of cost to residents in terms of having visitors to our homes, I will strongly oppose the proposal. To have to pay even a penny to have a guest would be worse than any of the issues we face currently. Thank you for your efforts on this, and I hope to see the proposed measures implemented soon.	Thank you for your feedback.

Non Resident	The current parking situation at QEHB is inadequate. I held a parking permit for 3 years and was unable to park in the hospital despite arriving at work earlier than 08.00 am, due to lack of available staff parking. As a Medical Practitioner who needs to be on time to see patients in clinic and operate on patients, I frequently ended up having to park on streets near to the hospital. I have recently moved address and now travel to work at QEHB on the train, however occasionally the trains are cancelled and in order to get to work on time I have to drive and find myself having to park on roads around the hospital. If these are made into permit-only zones this could cause major problems - staff may not be able to get to work in order to carry out patient care. Provisions will need to be made for improved staff parking at QEHB to compensate for the lack of on-street parking available around the hospital as a result of these measures.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.
Resident	I am a homeowner in Poole Crescent and although I feel for the staff at the hospital, i often feel that I can't leave my house in the day as when I come back there won't be anywhere to park my car (I have no driveway). I fully support this proposal and welcome any information on how this will be enforced to ensure that the measures operate as intended	Thank you for your feedback.

Non Resident	I appreciate the rationale behind the "Hospitals and University Campus Masterplan" objective, seeking to reduce demand for car based travel, reduce congestion, and prioritise on-street parking for local communities. I agree that this should be prioritised. However it must also be recognised that parking for staff members working at Queen Elizabeth Hospital Birmingham is a key issue that must be directly addressed. The council should be working acutely with UHB Trust to identify alternative parking solutions for staff who would be displaced by the location of the TRO. Of note, many resident doctors work fixed-term contracts and rotate between hospitals sites during their job placements. Their working hours include extended hours, night and weekend work. Unfortunately public transport does not always provide the necessary transport options to support these working patterns and resident doctors often depend on car travel to attend work. It is already a source of great frustration that staff at QEHB are faced with paying a monthly charge for Q-park to not receive a guaranteed parking space on their daily commute. If the council proceed with the TRO measures, please work actively with the Hospital team to find solutions for staff parking.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.
Resident	I agree and would like to say it is a good idea i have family visit me regularly and care for me and most of the time they cannot park!	Thank you for your feedback.
Non Resident	We have staff parking all day on our road and blocking my drive . They park on the grass verges and churn up the grass constantly , which also restricts my view when crossing over the main road	Thank you for your feedback.
Resident	I formally object to an annual charge to park outside my house. Cadleigh Gardens / Mill Farm Road. All residents should be given 1 free permit to park on the road. Simply fine cars without a permit!	The permit costs are currently £21 which works out at less than 10p a day and just covers the administration cost issuing of the permits. The cost of enforcement comes from penalty charge notices that are issues as part of the enforcement process. Every household is guaranteed one permit should there be surplus space then there is the opportunity to provide a second permit and, on some instances, a third. A permit is only issued to a car is registered at the address to avoid abuse of the permits being transferred to other households.

Non Resident	I am commenting on the proposal for parking permits for Poole Crescent. I have lived on Poole Crescent for many years, and due to the NHS staff from the Queen Elizabeth Hospital Birmingham using Poole Crescent and the surrounding roads as a car park, I agree with the proposal of parking permits. The hospital staff have caused all the parking problems by parking on the pavements, footpaths, and grass verges, which they have damaged and destroyed. Blocking residents' vehicles and driveways. Walking on pavements and footpaths is difficult, and I often have to walk on the road because their vehicles are parked on and obstruct the public paths. Many residents have children and walk on the road, and with prams, because of this. The behaviour of some hospital staff is shocking. Some litter and throw face masks, tissues, takeaway boxes, and other litter items on the street. Some hospital staff are verbally abusive to residents. The hospital staff park their vehicles so dangerously and irresponsibly that it is difficult for the emergency services, refuse collections, and deliveries. If there are issues for the hospital staff regarding parking in the staff carparks, then it should be addressed with the hospital trust. Their irresponsible behaviour has now led to the residents of Poole Crescent and the surrounding roads being in a situation where residents will be required to obtain parking permits. Although I agree with the proposal of parking permits, this will be at a cost, which is unfair to every resident affected by this proposal.	Thank you for your support. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.

Non Resident	I object to the proposals to make the parking in area 3C permit holders only. I live in Selly Oak and work at the QE. I drive half way to work (in an elcetric car) and walk the remainder of the journey, usually parking on Harborne lane near the retail park. I have parked on the roads within Area 3c. I agree in principal that these roads are congested and probably the majority of the parking comes from the QE (patients and staff) and university. Which suggests that these houses either do not have cars or the residents are themselves out in their cars. If these roads are made resident permit only, this will not solve the problem, it will simply make other areas more congested. I would like to see some bigger commitment by the council, hospital trust and the university to provide a free park and ride type system. I would support this and be willing to use this. I also think many patients would also like this as the parking at QE is terrible. I don't feel the proposed restriction will benefit the residents but it may make it easier for bin men / lorry drivers. If the residents of these roads have 'typical' office hour work and travel by car to these jobs or studies, these roads will then be empty as the ones even closer to the QE are (ie vincent drive , roman way area). This proves that parking restrictions only move the problem. There are very wide areas of Harborne lane that could have the double yellow lines removed and this would enable the parking to be more spreadout. There is waste land around this area too that could be used to help the congestion. I am not prepared to use public transport to travel as this is an additional cost to me.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.
Resident	Location : Poole Crescent Harborne My family agree with the proposal for resident parking permit only in our area. This is also to avoid irresponsible parking and to prevent further damage on our street. Thank you.	Thank you for your feedback.

Resident	This is an excellent proposal. I have lived in Poole crescent since 2017 and parking has always been a challenge due to vehicles from both the QE and UoB. I welcome any move by the council to help with the parking issues we face, with strict enforcement for breeches of local parking restrictions.	Thank you for your feedback.
Resident	I am a resident at junction of Quinton Road and Mill Farm Road. And also an employee of Birmingham Adults health and social care and work for Edgbaston and Northfield Triage team. As a resident who is aware about the locality I can say that I have not noticed any issues with traffic being obstructed in anyway on Quinton road or Mill farm Road. Most of the time there is no cars parked on these roads in the evening indicating that either the resident don't have a car or are work. And the parking space during the day I've noticed is largely used by health care professionals at nearby QE hospital or social work and health care staff who work at Kenrick Centre on Mill farm Road during the day . Introduction of permit parking on Mill farm Road and Quinton Road would not be appropriate at this time especially for QE staff who park their cars on these roads due to high parking cost at QE hospital. Any parking restrictions on Mill Farm roads will also make it difficult for social workers and health care staff to access Kenrick centres also taking into account that most places for staff to work from have now closed down and staff have to agile from home or work from building which are closer to the community they serve. It would be appropriate on this occasion not to take Quinton Road and Mill Farm Road into consideration for parking management measures which are being proposed AHAMED MALIK	Thank you for your feedback and expressing convers of NS workers your comments are useulf and will be consided along with all comments recied bith postive and negative. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.
Resident	Currently people working at the hospital are parking on footpaths and even in the centre of a roundabout blocking all access for larger vehicles such and ambulances and bin lorry's.	Thank you for your feedback.

Resident	I am in strong support of the permit scheme in area 3C covering Poole Crescent and Quinton Road in particular and to include the following: 1. 'Permit parking only' at all times on Poole Crescent, as Queen Elizabeth staff work on rotating shifts 7 days a week. 2. No parking on the corner of Poole Crescent and Quinton Road at any time. Parked vehicles on these corners cause a complete blind spot for vehicles coming out onto Quinton Road. 3. On the same corner mentioned in point 2: to extend double yellow lines so vehicles cannot obstruct the junction. Currently parked vehicles force vehicles exiting the Crescent onto the wrong side of the road so vehicles entering Poole Crescent are blocked off. 4. No parking at any time on Quinton Road. There is no double yellows or no parking signage along the length of Quinton Road. Vehicles parked here obstruct the road forcing moving vehicles onto oncoming traffic. This is very dangerous especially towards the blind hump before The Copper Fox pub. 5. No parking at any times on Harborne Lane on the right turn, after Hilldrop Grove. Coming out of this junction joining Harborne Lane toward the QE and Metchley Lane, cars parked to the left completely block visuals of oncoming traffic who approach at speed. 6. In strong support of replacing the grass verges on Poole Crescent with parking bays for residents. This eliminates the continual parking of vehicles on these grass verges which create a filthy mess with mud and grass spread all over the road as vehicles climb on and off the grass verges. The grass verges are also a constant nuisance with fly tipping. 7. If any grass verges remain, clear and multiple signs need to be erected on Poole Crescent to state 'No Parking on grass verges.' 8. Clear signs on Poole Crescent to state 'NO PARKING ON DROP KERBS'. There is a continual disregard for residential drop kerbs with vehicles parking on them and totally blocking in residential vehicles. 'H' lines across the drops will also help with this.	Thank you for your feedback.
Non Resident	I park on one of the roads that will implementing the parking permits. It's a very quiet roads, no one blocks drives and the neighbours are fine. I then walk 15 mins to work. Where are staff members of the Queen Elizabeth expected to park when the car parks are full by 8am. I have a child with needs that I need to help to get to school so I can't do that then get a bus to work to start for 8.30am. There needs more parking put in place not less.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.

Resident	I currently have an ongoing issue with neighbouring houses parking daily onto the current drive along side the large grass verges restricting actual access to my drive directly in front of my house . I don't see how permits would help control residence from Obstructing private access to properties . Will there be a specific parking block for each allocated permit holder. The side of Quinton rd that has the large grass verges are confusing enough as it is. You can't control nuisance neighbours who use it to block driveway now do how will these proposed plans help it will be come harder as there nothing to control the issues now . The permits have to restricted and specific to which area can be used and which areas are forbidden to block residence access . Who will police this area and control what is being proposed?	Thank you for your feedback. The removal of commuter parking will reduce the presssure on the avaiable parking space encouraging people to park in a more neighbourly way. The parking enforecment team will enforce and anybody wthout the relevant permit will be issued a penalty charge notice.
Resident	I wish to have parking permit on my road as I only have one car and never find a parking in front of my house during the day time. For example if I go for school runs someone take the parking spot and i will not be able to find parking. This is a problem vehicles are not safe as well as on a narrow road people park back to back and blocking others which can lead to accidents and damages to others properties. I believe this will also help with traffic in the area as well and reduce pollution too.	Thank you for your feedback.
Non Resident	These proposed parking measurements (all roads) will have a severe knock on effect for all staff who work at QEHB, and in turn will deter people from working at the trust and cause even more staff to leave. Who will then look after the patients? There have been no acceptable aternative solutions offered. Unreliable and expensive public transport is NOT an option for NHS staff who work long, exhausting shifts. In no other profession or company do people have the constant worry of not being able to park where they work! What did the council expect to happen when they agreed for the largest hospital in Europe to be built in a residential area without adequate parking. Yet again NHS staff are treated with distain and made to feel like they are undervalued.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.

Resident	I live at 40 Poole Crescent, which is situated in a very narrow portion leading from the main part of the Crescent into the bulb end of it. This is the narrowest part of the thoroughfare. There are NO road markings on this bit. Consequently, total strangers seem to be under the impression that it is perfectly legal to use the space, and that they have perfect freedom to park on it as, how, and whenever they like because there are no yellow lines of any sort. This is not acceptable. In 2019, a PCSO patrol visited us and affixed a PCN onto a car here (I have a photograph of it), because it was persistently parking in an antisocial fashion. I hope that these regulations/sanctions remain the same, and demand that this sort of penalty will still apply. So far, I have not been seriously obstructed from leaving or entering my driveway, but such obstruction could happen any day, and I am in daily apprehension that it might. Part of our partition fence between no.42 and no.40 has been demolished by someone driving/reversing into it. I would welcome further information as to exactly who is going to be responsible for enforcing the new regulations, and how often any patrol is going to be monitoring us. ANDREW PEATE	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. Civil Enforcement Officers (CEOs) will operate on a needs-must basis during the restricted hours to issue PCNs to vehicles parked without a valid permit. These proposals meet the objective.

non resident	As a resident of Harborne I strongly object to these parking measures. I am shocked by the expanse of the area that is included in the proposal & because of excessiveness it's subsequent impact on the surrounding area of Harborne & the users of the Queen Elizabeth Hospital Birmingham ((QEHB) be it patients & staff. It's well known that there is inadequate parking at the QEHB for patients & visitors as well as staff already. This proposal will only make things worse & an ill thought out attempt towards encouraging users to direct them towards using public transport. Those that are fit & well enough to travel by public transport are less likely to be in the need of the QEHB itself as patients. The impact this will have on the QEHB in terms of recruiting & retaining its staff because of these imposed travel difficulties scares me on the subsequent impact it will have on my own care by the hospital for my elderly parents & myself at our own local hospital. It also indirectly produces a discriminatory factor in its staff recruitment & retainment ie those that are only able to travel by public transport & this in itself dilutes the pool of experienced staff my local hospital has to care for its patients. I noted recently that public transport services to the QEHB from Harborne high street itself have recently reduced from 3 to 1. When bus companies reduce their bus provision in this way from its local area of Harborne for its users & staff then these parking proposals will make an already bad situation worse. Those that need to travel to the QEHB by car out of necessity rather than choice & need to utilise this area is only shifting the problem further into Harborne & its residents that already has pressures put upon it with it having the High Street. I understand the difficulties that residents face but these impacts are to be expected when one chooses to live by infrastructure such as hospitals & schools etc.	Thank you for your feedback. The scheme address concerns from residents about commuter parking having a negative impact on their quality of life. The challenge always is balancing the needs of all road users and sometimes certain groups are impacted more than others in this case the objective of the project was to include parking for residents with the disbenefit residing with the commuters. These proposals meet the objective.
Resident	I object to paying to park on outside my home or near my home Your my money makings parking permit. The price of permit will only increase each year to what ever the council wants to change. Also what about people visiting me with out permits fines to pay one way our another,	The permit costs are currently £21 which works out at less than 10p a day and just covers the administration cost issuing of the permits. The cost of enforcement comes from penalty charge notices that are issues as part of the enforcement process. Every household is guaranteed one permit should there be surplus space then there is the opportunity to provide a second permit and, on some instances, a third. A permit is only issued to a car is registered at the address to avoid abuse of the permits being transferred to other households.

Resident	We would welcome residents permit parking on our road. Having lived here for 15 years, we witness inconsiderate parking by hospital staff on a daily basis. They arrive at around 7am and leave by 6pm. They park in front peoples drives, including own and make it difficult to get in and out of our properties. Quite frequently we have seen two of our neighbours being blocked in and unable to leave for work. They park on the pavement which forced pedestrians to walk in the road, which is dangerous as we have many young families living on road. They also park on the roundabout in front of our home, and on many occasions the street-lamp that is situated on the roundabout has been knocked over, requiring replacement. They also park in a way that prevents access for emergency vehicles and other large transport (deliveries etc). On more than one occasion we have seen fire-engines for example that are unable to move past parked cars. This is also common occurrence with refuse trucks who are unable to make refuse collections. Road/tree works are also impacted as the NHS workers arrive earlier than the contractors. Although efforts are made to ensure residents are aware of roadworks and instructed not to park, the NHS workers are oblivious to this fact and continue to park however they please. This issue affect the entire length of our road, as well as all surrounding roads. On Harborne Park Road, cars are always parked right up to and including on the corner of the junction for Old Church Road. This is where our child's primary school is located and is a dangerous place to park which makes it difficult to see and potential dangers such as children crossing the road. The same issue with Grove Park entrance with cars parked right upto the entrance, making it difficult to pull out of the carpark safely as vision is obstructed. We are also seeing more cars being parked on Old Church Road where the school is located.	Thank you for your feedback.
Resident	The restrictions will complicate ordinary visitors to the area coming by car. Commuter arrangements to the hospital could be better managed, for instance by having a better bus network. It is noted that the 41 service does not operate at all on sundays. Most bus services run to University entrance and not to the bus stops. The bus waiting points are really bleak with minimal shelter	The restrictions will operate from 9am to 5pm, Monday to Saturday, allowing visitors to park outside these hours without a permit. During the restricted times, residents will be able to purchase visitor permits to accommodate guests and tradespeople. There are also alternative arrangements available for carers and tradespersons who require parking for longer periods, and they may request a dispensation through the Parking Enforcement Team.