DECISION OF THE DIRECTOR OF INFRASTRUCTURE & SUSTAINABILITY TAKEN UNDER DELEGATED AUTHORITY

Decision Title:

Objections to the Traffic Regulation Order for the (UNIVERSITY AND HOSPITAL PARKING MEASURES) (RESIDENTS PARKING ETC, TRAFFIC REGULATION) parking scheme (AREA 3C)

Details of any confidential or exempt information

Certain information within the objections report to the Area 3C Traffic Regulation Order is considered confidential or exempt from publication. This includes personal data (such as names, addresses, contact details and vehicle registrations), references to medical conditions or caring responsibilities, and details relating to employment arrangements or enforcement practices.

Disclosure of this information would breach data protection legislation or could prejudice individual privacy, commercial interests or the effective operation of the parking scheme. Accordingly, such information has been redacted from the public report.

Background:

Over recent years, there has been extensive development on the University Hospitals Trusts (QE Hospital) and the University of Birmingham campus. The growing numbers of staff, students, patients and visitors has led to increases in trips to the campus and subsequently created pressures on parking, with conflicts between residential parking needs and commuter parking.

Several parking measures have already been implemented in the areas around the Hospital and University campus. Selly Oak and South Edgbaston are designated as a growth area in the Birmingham Development Plan. Additional planned developments in the area over the next decade will add further to existing parking pressures.

Thirteen areas were initially identified within the study, that indicated that an intervention was or would be required. Resources would not enable all of these

areas to be delivered. As a result of the prioritisation process, parking restrictions have been proposed in eight of the thirteen areas which are currently not covered by any parking restrictions. Delivery of any measures in the remaining five areas will depend on further funding becoming available in the future.

These proposals aim to:

- Improve the availability of parking for those who currently live within the areas.
- Limit the amount of parking which occurs for the whole day (e.g. commuters who park for free then walk to the hospital or university).
- Provide controls which are easy to enforce, thus increasing the level of compliance and encouraging turn-over of spaces.
- Significantly reduce the likelihood of inconsiderate or unsafe parking activity around junctions and on footways.
- Encourage the use of sustainable modes of travel and contribute to safer walking and cycling around the area as part of wider strategy; and
- Make the area generally more attractive for residents, workers, visitors and potential investors.

How does this decision contribute to the delivery of the Corporate Plan?

The proposed introduction of the Area 3C Residents Parking Scheme supports the Corporate Plan objectives by contributing to safer, cleaner and more inclusive neighbourhoods. The scheme seeks to prioritise parking for residents, reduce congestion and inconsiderate parking, and improve road safety conditions for pedestrians and cyclists.

By discouraging long-stay commuter parking and encouraging the use of sustainable transport modes, the proposals align with the Council's commitments to environmental sustainability and net zero carbon ambitions.

The measures also support community wellbeing by enhancing local accessibility and protecting residential amenity in areas experiencing significant growth and development pressures.

Wards affected:

Harborne

Delegation being exercised:

Under the Scheme of Delegations: Executive Director Place, Prosperity & Sustainability, Function 24 sub-delegates authority to Director, Infrastructure and Sustainability: *"To consider Traffic Regulation Order applications and to consider any objections thereto and, following consultation with the relevant Cabinet Member, to determine the Traffic Regulation Order applications in light of such objections."*

Consultation:

Due to delays in implementing the scheme following approval of the Full Business Case (FBC) and the subsequent TRO consultation in April 2021 it was necessary to readvertise the TRO proposals. This was undertaken between 15th May to 5th June 2025 covering the following streets:

1. Mill Farm Road, Cadleigh Gardens, Langford Grove, Rodbourne Road, Cadnam Close and Poole Crescent, These proposals are the introduction of Residents Permit Parking only zones 9am to 5pm Monday to Friday.
2. Quinton Rd proposes permit holder only parking bays from 9am to 5pm Monday to Saturday.
3. Short sections of No Waiting at any Time (Double yellow lines) will also be introduced where necessary at junctions or on the narrow sections of the road to ensure the flow of traffic as shown in Appendix A.

A summary of the responses is:

- total 89 representations were received, 48 objections, 41 in support. Many objections, 28 of the 48 were from NHS staff.

The key objections and our responses are as follows:

1. Requirement to Pay for Resident Permits and Cost of Visitor Permits
The annual cost of a resident permit is £21 per annum, which equates to less than £2 per month. The charge is set to cover the administrative and operational costs of implementing and enforcing the scheme, rather than to generate surplus income.

Resident permits allow households to park within the controlled area without time restriction, and visitor permits are available to accommodate guests, carers and short-term visitors. The Council recognises the need for flexibility and has ensured that visitor permits are available in a range of options to support occasional and emergency use. The scheme is designed to prioritise residents' access to parking in areas currently affected by commuter and long-stay parking pressures. The restrictions allow for visitor(s) outside of these restrictions without the need of a visitors permit.

2. Displacement of Parking to Nearby Roads
Concerns have been raised regarding potential displacement of parking into surrounding roads such as Metchley Lane, Harborne Park Road and Grove Lane. Displacement is a recognised consideration in any parking management scheme.

The Council has assessed surrounding areas and, where necessary, is introducing permit controls in adjacent streets to mitigate displacement effects. Parking conditions will continue to be monitored following implementation, and further measures can be considered if evidence demonstrates that significant displacement is occurring.

3. Provision of Parking by the Hospital and University
Some respondents consider that the scheme should not proceed until additional parking or park-and-ride facilities are provided by the hospital and university. The hospital and university are separate organisations and are not owned or operated by the Council. While the Council does not control the provision of parking on their land, it continues to engage with these institutions regarding travel planning, sustainable transport initiatives and demand management measures.

The purpose of the proposed scheme is to manage on-street parking within the public highway to protect residential amenity and improve road safety. It is not dependent upon the delivery of off-street parking by third parties.

4. Perception that the Scheme is Revenue-Raising
Some objections state that the scheme is viewed as a revenue-raising exercise.

The Council confirms that income generated through permit charges and enforcement is used to cover the costs of administration, signage, lining, processing of permits and ongoing enforcement. Any surplus generated from on-street parking activities is ring-fenced in accordance with legislation and must be reinvested in transport and highway-related improvements.

The primary objective of the scheme is to address long-stay commuter parking, improve availability of spaces for residents, enhance road safety and reduce congestion caused by inconsiderate parking. The proposal has been developed in response to documented parking pressures and resident feedback over a sustained period.

The detail of the comments and our response can be found in Appendix B.

Ward Councillors have been forwarded a copy of the consultation summary (Appendix B) for comment. A Ward Councillor acknowledged the challenges within the area and recognises the need to weigh the parking demands of commuters against residents' quality of life, but supports the introduction of the scheme.

The Cabinet Member was consulted on the report and associated appendices (plan & consultation report) on 12th May 2026.

On balance, the introduction of the scheme is supported as a proportionate response to ongoing parking pressures.

Decision(s):

That the Director, Infrastructure and Sustainability, in consultation with the Cabinet Member for Environment and Transport:

a) approve the implementation of the proposed TRO for Area 3C as per Appendix A, notwithstanding the objections received, as shown on Appendix B.

b) The relevant Ward Councillors, objectors and other parties will be informed accordingly.

c) The City Solicitor will be authorised to negotiate, execute, seal and complete all necessary documentation to give effect to the above recommendations.

Reason(s) for decision:

The scheme supports the policy objectives outlined in the City Council's Corporate Plan 2025-2028, the Birmingham Development Plan (BDP) 2031, the Birmingham Transport Plan 2031, published October 2021, West Midlands Local Transport Plan (LTP5) approved by the WMCA board in November 2025,

The scheme supports the Additional Climate Change Commitments including the aspiration for the City Council to be net zero carbon by 2030, as agreed by Cabinet on 30th July 2019, following the declaration of a Climate Change Emergency passed by full City Council on 11th June 2019.

If the scheme does not proceed, then the parking situation in Area 3C will not be addressed and the objectives of the scheme will not be met.

Alternative option(s) considered and discounted

Alternative options were considered, including taking no action, introducing limited waiting restrictions, or implementing isolated yellow line controls at specific locations. However, these measures would not adequately address ongoing parking pressures or prevent commuter and displacement parking within the area.

Informal engagement and consultation feedback indicated that residents strongly favoured the introduction of a Controlled Parking Zone to prioritise resident parking and provide consistent, enforceable controls.

On balance, the CPZ was therefore identified as the most appropriate solution.

Legal Implications

Birmingham City Council has obligations under, but not limited to, the following legislation:

- Transport Act (2000)
- New Roads and Street Works Act (1991)
- Traffic Management Act (1988)
- Construction (Design and Management) Regulations 2015

Financial Implications

Funding is available within the Neighbourhoods Programme of the Transportation and Highways Capital Programme 2023/24 to 2028/29 approved by Cabinet 21st March 2023.

Other Implications

An Equalities Analysis (EQUA502) was carried out as part of the Full Business Case (FBC), this did not identify any issues which would disadvantage protected groups. In producing this Equality Assessment due regard has been given to the 3 aims of the General Duty.

Appendices: (attach if required)

Appendix A – Plan
Appendix B - Summary of objections and comments 3C

Background papers: *(please note that any documents listed here must be made available for public inspection)*

Declarations of interest:

There are no interests to declare.

Decision taken by:



Signature: **Date: 17 August 2026**

Director of Infrastructure and Sustainability