

# Central Ladywood on-Street Parking Review

## Stage One Consultation

Birmingham City Council

July 2013

**ATKINS**



# Notice

This document and its contents have been prepared and are intended solely for Birmingham City Council's information and use in relation to the review of on-street parking in the Central Ladywood area of Ladywood.

Atkins assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

This document has 54 pages including the cover.

## Document history

Job number: 5109276			Document ref:			
Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
Rev 1.0	Stage 1 Consultation Reporting – 1 <sup>st</sup> Draft	MS	NM	LD	LD	20/05/13
Rev 2.0	Stage 1 Consultation Reporting – Final	MS	NM	LD	LD	17/07/13

## Client signoff

Client	Birmingham City Council
Project	Central Ladywood On-Street Parking Review
Document title	Central Ladywood On-Street Parking Review
Job no.	5109276
Copy no.	1
Document reference	

# Table of contents

<b>Chapter</b>	<b>Pages</b>
<b>1. Executive Summary</b>	<b>5</b>
1.1. Context/Background	5
1.2. Methodology	5
1.3. Summary of consultation analysis	5
1.4. Recommendations	7
<b>2. Introduction</b>	<b>8</b>
2.2. Location	8
2.3. Background	11
2.4. Report Structure	11
<b>3. Methodology of Stage 1 Initial Consultation</b>	<b>12</b>
3.1. Approach	12
3.2. Consultation Leaflet	12
<b>4. Analysis of Consultation</b>	<b>15</b>
4.1. Method of Analysis	15
4.2. Questionnaire Responses	15
4.3. Further Analysis	25
<b>5. Summary of Analysis</b>	<b>28</b>
5.1. Consultation Overview	28
5.2. Question 1 – How Many people aged 17+ live at your address	28
5.3. Question 2 – How many vehicles are there in your household?	28
5.4. Question 3 – Do you think there is a parking problem in your street?	28
5.5. Question 4 – If you answered Yes to Q3, do you think any of the following contribute towards the problem (list of options are listed in question 4 in Chapter 3)?	28
5.6. Question 5 – Do you think there are parking problems in the proposal area which impact on your business? & Question 6 If you answered Yes to Q5, do you think any of the following contribute towards the problem (details of the option in Chapter 4)?	29
5.7. Question 7 – If parking controls were introduced, which days of the week do you think would be most appropriate for controls to apply & Question 8 If parking controls were introduced, what do you think would be the most appropriate operating hours?	29
5.8. Question 9 – Would you be in favour of a scheme similar to that proposed on the map opposite which would aim to address the parking issues in your area? & Question 10 If you answered No to Q9 but a neighbouring road(s) were in favour of a permit parking scheme, would you then wish to be included in a scheme in order to avoid the possibility of parking displacing from those roads on to yours?	29
5.9. Key Issues	29
<b>6. Recommendations</b>	<b>31</b>
<b>Appendices</b>	<b>32</b>
<b>Appendix A. Extract from City Centre Parking Review Report (2011)</b>	<b>33</b>
<b>Appendix B. Central Ladywood On-Street Parking Review leaflet</b>	<b>41</b>
<b>Appendix C. On-Street Parking Review Letter to Lighthorne and Kilby Residents</b>	<b>43</b>
<b>Appendix D. On-Street Parking Review Letter to Shylton Croft Residents</b>	<b>45</b>
<b>Appendix E. Key issues by road</b>	<b>47</b>

## Tables

Table 1.1: Summary of consultation analysis	5
Table 3.1: Consultation Questionnaire Structure	13

## Figures

Figure 2.1: Central Ladywood Study Area	8
Figure 2.2: Location of Central Ladywood scheme area in relation to neighbouring CPZs	10
Figure 3.1: Central Ladywood Parking Proposals	13
Figure 4.1: Number of Respondents by Tenancy	15
Figure 4.2: How many people aged over seventeen live at your address?	16
Figure 4.3: How many vehicles are there in your household?	16
Figure 4.4: How many vehicles are there in your household?	17
Figure 4.5: Do you think any of the following contribute towards the problem?	18
Figure 4.6: Do you think that there is a parking problem in your street?	18
Figure 4.7: Do you think any of the following contribute towards the problem?	19
Figure 4.8: Which days of the week do you think would be most appropriate for controls to apply?	20
Figure 4.9: If parking controls were introduced, what do you think would be the most appropriate operating hours?	21
Figure 4.10: Would you be in favour of parking controls being introduced in your area?	21
Figure 4.11: If you answered No to Q9 but a neighbouring road(s) were in favour of a permit parking scheme, would you then wish to be included in a scheme in order to avoid the possibility of parking displacing from those roads onto yours?	22
Figure 4.12: Percentage of respondents who feel there is a parking problem in their street, on a street-by-street basis	26
Figure 4.13: Percentage of respondents in favour of a scheme on a street-by-street basis	27

# 1. Executive Summary

## 1.1. Context/Background

1.1.1. Following a number of comments and requests from local residents and Ladywood Ward Members, Birmingham City Council (BCC) commissioned Atkins to undertake a review of the parking controls in the Central Ladywood area, through a consultation with local residents and businesses within the review area shown in **Figure 2.1**.

## 1.2. Methodology

1.2.1. A Stage 1 consultation was carried out, whereby consultation leaflets and a questionnaire was hand delivered to all residential and business properties in the review area requesting responses to the questionnaire to be returned by 5th April 2013. The response deadline was subsequently extended to 19th April 2013 to be consistent with the consultation response deadline in the neighbouring area of St. Marks, where the deadline was extended due to some concerns about the deliveries.

1.2.2. Responses could be made by completing and returning the 'hard copy' of the questionnaire or by completing the questionnaire on-line.

1.2.3. Details of the consultation and a link to the on-line questionnaire were made available on the BCC website at [www.birmingham.gov.uk/centralladywoodparking](http://www.birmingham.gov.uk/centralladywoodparking) and posters were displayed on-street across the review area.

1.2.4. If anyone had any queries or concerns about the consultation they could telephone or email the consultation team.

## 1.3. Summary of consultation analysis

1.3.1. **Table 1.1** summarises the analysis of the consultation returns and the responses to each of the questions in the questionnaire.

**Table 1.1: Summary of consultation analysis**

Summary of consultation analysis					
Number of responses:	231				
Number of Properties:	219				
Number of duplicate responses:	9				
Status:	Home Owner	Tenant	Landlord	Employer	No Response
	105.75	100.5	4.5	5.25	3
Question		Response			
1. How many people aged 17+ live at your address?		The average number of people (aged 17+ years) per household was 1.6 with the majority of the respondents stating that only one person (aged 17+ years) lives in their household, followed by properties with two people.			
2. How many vehicles are there in your household?		The results showed that the average number of vehicles per property was 1.1 with the majority of the respondents having one vehicle at their address, followed by properties with two vehicles.			

3. Do you think that there is a parking problem on your street?	The majority of residents (85%) believe that there is a parking problem in the Central Ladywood area. However, four streets in the area were less than 60% in agreement that there are parking problems on their street. It is anticipated that if controls were only implemented on certain streets in Central Ladywood, parking problems would significantly increase on uncontrolled streets due to the displacement of vehicles.
4. If yes to Q3, do you think any of the following contribute to the problem?	From the results of Question 4, it is clear that vehicles are being parked to access destinations outside of the Central Ladywood area and that the level of parking in the area is causing concerns over safety. The survey results highlight commuters, local workers, visitors and shoppers as being the main contributors to the parking problem.
5. Do you think there is a parking problem in the proposal area which impact on your business?	100% of the businesses that responded stated that there was a problem with parking.
6. If yes to Q5, do you think any of the following contribute to the problem?	The most common issue raised by businesses/employers was that there is not enough parking for visitors and not enough parking for workers.
7. If parking controls were introduced, which days of the week do you think would be most appropriate for controls to apply?	Monday to Friday was the most popular period for parking controls with 48% of responses followed by seven days a week with 35% of responses
8. If parking controls were introduced, what would be the most operating hours? Outside of these hours the restrictions would not reply.	The most favoured option for the hours in which controls should apply was all day with 42% of responses followed by the day and evening with 34% of responses.
9. Would you be in favour of a permit holders scheme for the Central Ladywood area? Please note there would be a charge for permits – see information in leaflet.	The majority of respondents were in favour with 76% of responses and the majority of the streets were above 60% in agreement.
10. If you answered No to Q9 but a neighbouring road(s) were in favour of a permit parking scheme, would you then wish to be included in a scheme in order to avoid the possibility of parking displacing from those roads onto yours?	Of those who responded 'No' to Question 9, a majority of 52% would still not be in favour and 46% would be in favour of a permit parking scheme if one was introduced on a neighbouring road (2% did not respond).
<p><b>Key issues &amp; concerns raised:</b></p> <ul style="list-style-type: none"> <li>• Concerns over charges for permits;</li> <li>• People parking for locations outside the Central Ladywood area;</li> <li>• Illegal/Inappropriate parking creating safety issues;</li> <li>• Visitors to residents (including carers) being able to park;</li> <li>• Residents' private off-street parking areas are being used by the public. How can this be avoided?; and</li> <li>• The need for adequate enforcement.</li> </ul>	

## 1.4. Recommendations

- 1.4.1. It is recommended that BCC further develop a CPZ scheme in the Central Ladywood area, taking on board the comments, suggestions and requests made by respondents. This recommendation is based on the following:
- BCC's target of a 60% or relevant responses in favour was significantly exceeded across the scheme area; and
  - The majority of streets returned a positive response rate of over 60%.
- 1.4.2. Although the positive response rate was below 60% on some streets, it is anticipated that the parking situation would become significantly worse if controls were introduced on other streets in the Central Ladywood area. The results show that the vast majority of streets (and 85% overall) stated that there was a parking problem on their street.
- 1.4.3. It is anticipated that parking problems will significantly increase on all uncontrolled streets if parking controls were implemented in other streets in the Central Ladywood area (and in other areas in Ladywood, such as St. Marks). This is due to non-resident parking becoming concentrated on these streets as drivers are not able to park elsewhere. It is therefore recommended that the CPZ incorporates all streets in the Central Ladywood area.

## 2. Introduction

2.1.1. Atkins has been commissioned by Birmingham City Council (BCC) to undertake a review of parking controls in the Central Ladywood area. Through consultation with local residents and businesses within the review area, this document:

- Identifies key parking issues affecting the area;
- Provides an indication of the extent to which residents and businesses are in favour of parking controls; and
- How and when parking restrictions should be applied.

## 2.2. Location

2.2.1. Parking in the Central Ladywood area has been considered an issue due to high parking demand generated from visitors and commuters to the City Centre (including the National Indoor Arena) and Broad Street.

2.2.2. The review area is shown in **Figure 2.1**.



Figure 2.1: Central Ladywood Study Area



- 2.2.3. In addition to this parking review, consultation is being carried out in the St. Marks and Waterworks & St. Johns areas of Ladywood as part of separate parking reviews. These areas are located to the north and southwest of the Central Ladywood area respectively and it is anticipated that the proposed parking schemes in these adjacent areas will have an impact on Central Ladywood due to the displacement of vehicles.
- 2.2.4. **Figure 2.2** shows the location of Central Ladywood in relation to neighbouring CPZs and the consultations for St. Marks and Waterworks & St. Johns.
- 2.2.5. The area labelled K & L on **Figure 2.2** is known as Kilby and Lighthorne, for which there are currently no proposals to change the existing controls.

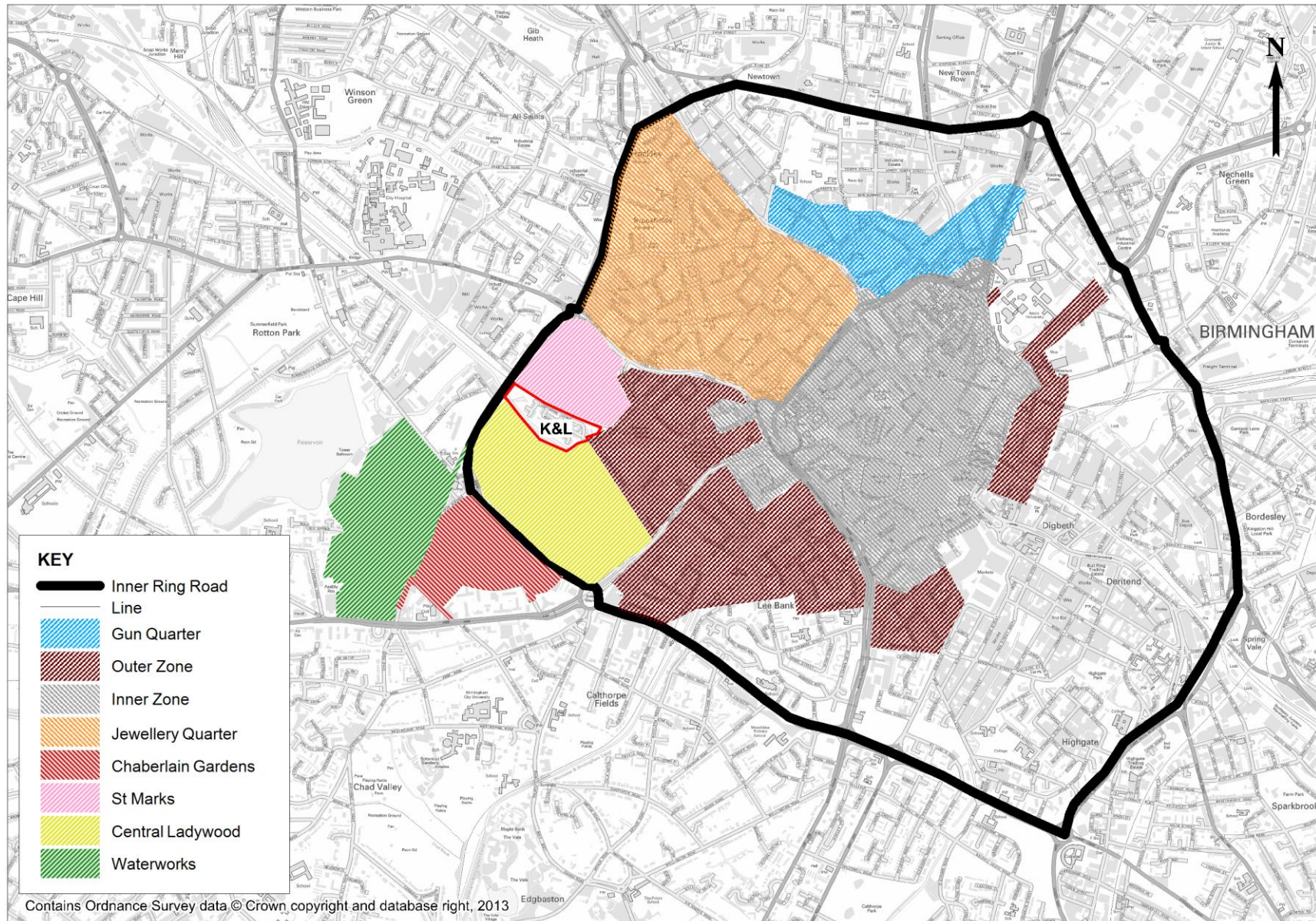


Figure 2.2: Location of Central Ladywood scheme area in relation to neighbouring CPZs

## 2.3. Background

### Context

- 2.3.1. BCC has received comments from residents, businesses and Ward Members stating that there are difficulties with parking in the area. It is believed that these difficulties are a result of the area's close proximity to city centre destinations (such as the National Indoor Arena, Broadway Plaza and Five Ways). Parking beat surveys confirmed that there was a high level of on-street parking on local roads, over 30% of which are commuters and visitors travelling on to the City Centre. An overview of the parking activity and parking beat surveys was provided in City Centre Parking Review Report (2011), an extract of the relevant section is provided in **Appendix A**.
- 2.3.2. Some waiting restrictions have been introduced into Central Ladywood area over the last few years to address some of the immediate issues of safety. However, these give no priority to local residents and businesses within the area, lengths of the kerbside that do not have controls are still available for parking by commuters, visitors and shoppers to the City Centre.
- 2.3.3. There is a mixture of housing types in the Central Ladywood area which includes low-rise flats, some high-rise flats, large apartment developments and terraced houses, some of which have off-street parking.
- 2.3.4. Birmingham City Council (BCC) is now looking to identify options that can help to reduce parking issues in the Central Ladywood area and to improve on-street parking provision for the local community.

### Consultation Purpose

- 2.3.5. In brief, the objectives of the consultation were to:
- Further understand the current parking situation and the concerns/issues residents and businesses are experiencing;
  - Understand the level of support for introducing a parking scheme which could include permit parking;
  - Receive feedback on the proposed parking scheme; and
  - Offer the opportunity for local residents and businesses to provide suggestions and ideas for improvement.
- 2.3.6. The public consultation was undertaken in the form of a leaflet distributed to the properties in the review area where residents and businesses were invited to respond. A sample of this leaflet is shown in **Appendix B**.

## 2.4. Report Structure

- 2.4.1. This report sets out:
- The methodology of the Stage 1 consultation (Chapter 3);
  - Analysis of Consultation (Chapter 4);
  - Summary of analysis (Chapter 5); and
  - Recommendations (Chapter 6).

## 3. Methodology of Stage 1 Initial Consultation

### 3.1. Approach

- 3.1.1. Stage 1 of the Parking Review was an information gathering exercise, through public consultation, to identify the parking issues experienced in the Central Ladywood area and establish if residents/businesses were in favour of the proposed scheme.
- 3.1.2. The consultation was carried out between 11<sup>th</sup> March and 19<sup>th</sup> April 2013. The initial deadline for responses was 5<sup>th</sup> April 2013 but this was extended to the 19<sup>th</sup> April 2013 to be consistent with the consultation response deadline in the neighbouring area of St. Marks, where the deadline was extended due to some concerns about the deliveries. Residents and businesses were informed of this extension via a leaflet that was delivered to each property in the area.
- 3.1.3. This type of consultation often receives a low-medium response rate, typically 10-20%. The Birmingham Parking Policy states that, from the number of responses, the target should be at least 60% in favour of the proposed parking controls, before proceeding to the next stage.
- 3.1.4. The following consultation activities were undertaken:
- Meetings were held with Ladywood Ward Councillors to discuss the questionnaire content, the consultation approach and the consultation area;
  - A consultation leaflet and questionnaire was delivered to all residential and business properties in the Central Ladywood consultation area;
  - Letters were delivered to residents and business owners in the Lighthorne and Kilby (**Appendix C**) area (North of the consultation area) and Shyltons Croft (**Appendix D**) (in the centre of the area) in order to notify them of the ongoing consultation and invite them to submit any comments;
  - Posters were displayed in roads across the consultation area (shown in **Figure 2.1**) advising that a consultation was taking place and providing contact details to obtain further information;
  - A dedicated consultation webpage was set up at [www.birmingham.gov.uk/centralladywoodparking](http://www.birmingham.gov.uk/centralladywoodparking). This also included a link to an online version of the survey to maximise the response rate;
  - A telephone number, email address and postal address were also provided to allow interested parties to contact the consultation team; and
  - Officers attended Ladywood Ward Committee.

### 3.2. Consultation Leaflet

- 3.2.1. Approximately 2,100 consultation leaflets were hand delivered across the consultation area (Figure 2.1) to all residential and business properties as far as reasonably possible.
- 3.2.2. **Figure 3.1** shows the proposals as set out in the consultation leaflet; these proposals include the introduction of permit parking and limited waiting.
- 3.2.3. The existing double and single yellow lines have not been changed, but additional double yellow lines have been introduced at junctions to improve safety and sight lines when entering and exiting a junction.
- 3.2.4. The areas designated with a type of bay have been placed to correspond with the types of property at that location. For example roads that are residential roads with no businesses in close proximity have been designated for resident permit holders only.
- 3.2.5. Limited waiting bays and pay and display bays have been located in areas where there may be short-term visitors.

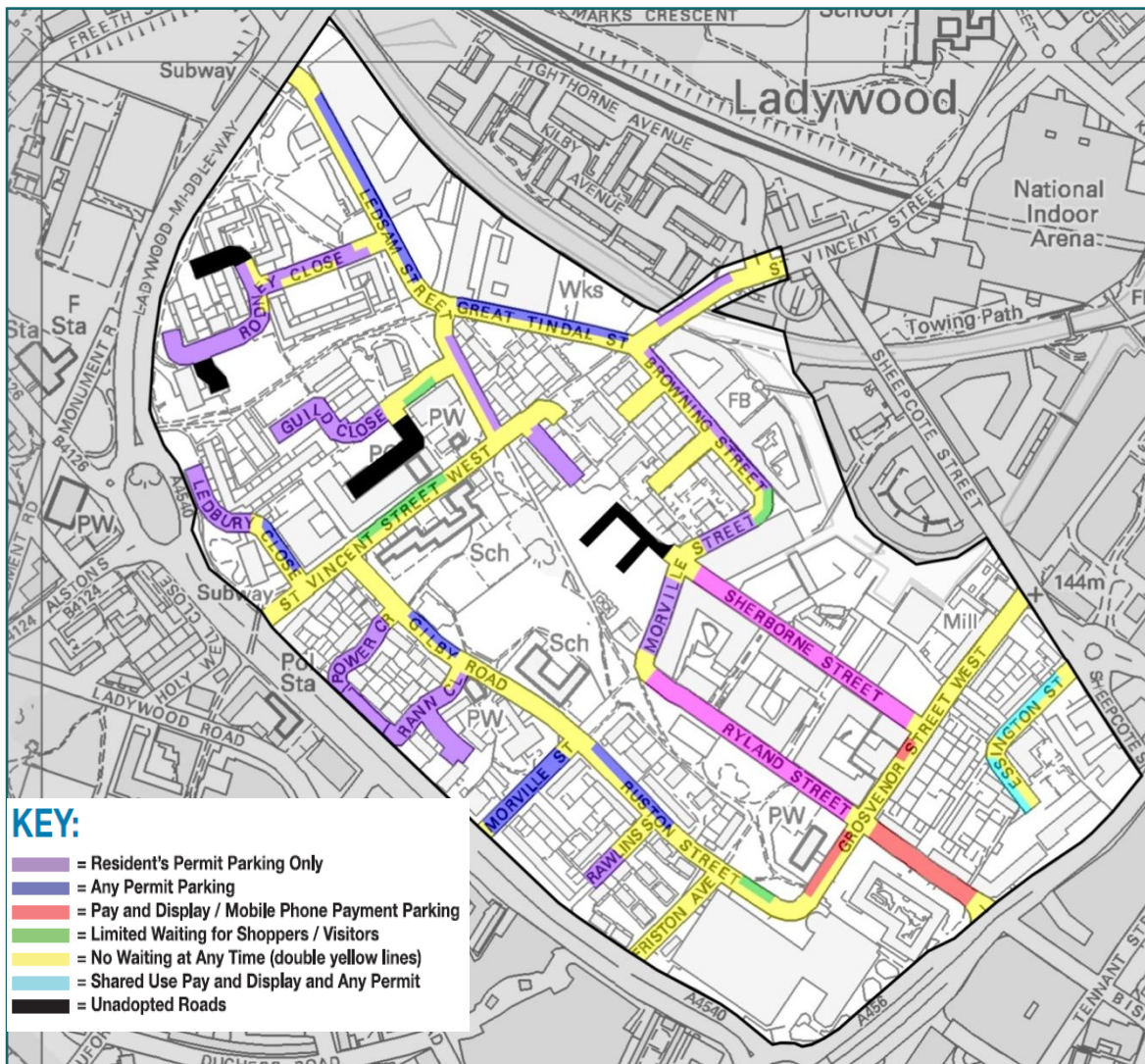


Figure 3.1: Central Ladywood Parking Proposals

3.2.6. The consultation material included an explanation of the initial proposals for the parking scheme, answers to frequently asked questions and the consultation questionnaire. **Table 3.1** sets out the broad structure of the questionnaire.

Table 3.1: Consultation Questionnaire Structure

Target Audience	Questions
Questions for All Respondents	<ul style="list-style-type: none"> <li>Name and property address</li> <li>Status (homeowner, tenant, landlord or employer)</li> </ul>
Questions for homeowners, tenants, students and landlords	<ol style="list-style-type: none"> <li>How many people aged 17+ live at your address?</li> <li>How many vehicles are there in your household?</li> <li>Do you think that there is a parking problem on your street?</li> <li>If yes to Q3, do you think any of the following contribute</li> </ol>

	to the problem?
Questions for businesses and employers	<p>5. Do you think there is a parking problem in the proposal area which impact on your business?</p> <p>6. If yes to Q5, do you think any of the following contribute to the problem?</p>
Questions for All Respondents	<p>7. If parking controls were introduced, which days of the week do you think would be most appropriate for controls to apply?</p> <p>8. If parking controls were introduced, what would be the most operating hours? <i>Outside of these hours the restrictions would not reply.</i></p> <p>9. Would you be in favour of a scheme similar to that proposed on the map, which would aim to address the parking issues in your area? <i>Please note there would be a charge for permits – see information in leaflet.</i></p> <p>10. If you answered No to Q9 but neighbouring road(s) were in favour of a permit scheme, would you then wish to be included in a scheme in order to avoid the possibility of parking displacing from those roads to yours?</p> <p>11. If you answered Yes to Q3 and Q5 and No to Q9, what do you think could be done to address the parking problem?</p> <p>12. Provided an opportunity to add any other comments or outline any other issues.</p>

3.2.7. The responses to Questions 1-10 were quantitatively analysed. Analysis of responses to the open questions (Questions 11 and 12), and other non-quantifiable communication, was more complex. In this case, an approach was used to group similar comments on a road by road basis and general comments on the proposals across the Central Ladywood area as a whole.

3.2.8. Further analysis of the responses was carried out to identify the consensus on the proposed parking scheme across the whole consultation area and then on a street by street basis.

## 4. Analysis of Consultation

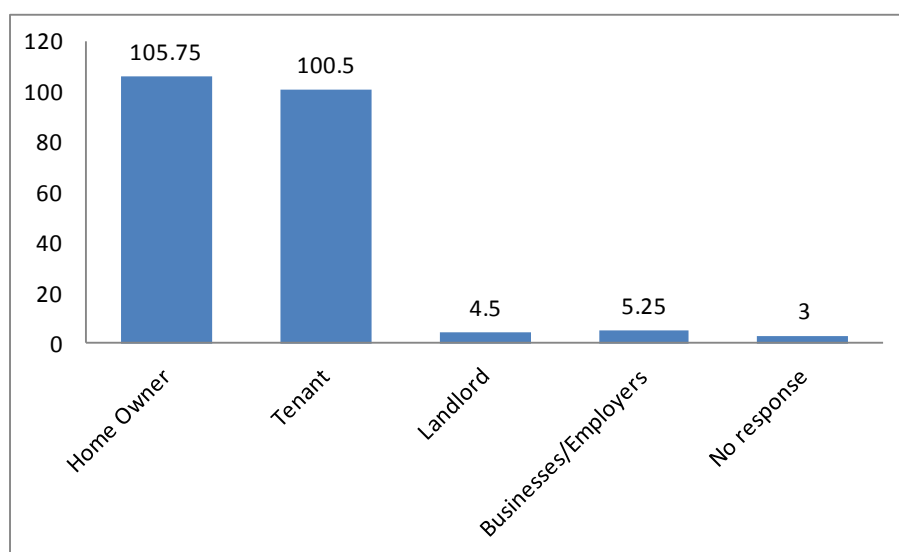
### 4.1. Method of Analysis

- 4.1.1. One 'full' response is accepted from each property. Therefore, if two responses are received from one property each answer from each questionnaire would equal 0.5 of a response, totalling one 'full response' and if three responses were received from one property each answer from each questionnaire would equal 0.33, again, totalling one 'full' response, and so on.
- 4.1.2. In a number of cases, multiple responses were received from individual properties. In order to ensure equal representation for all properties within the consultation area, a proportional score was calculated for properties with multiple responses.
- 4.1.3. In cases where a response was received from a landlord and tenant of the same address, the 2 responses were counted separately, to allow their different interests to be represented.

*Note: Questions 1 to 4 were for homeowners, tenants, students and landlords only, whilst Questions 5 and 6 were for businesses and employers only. All respondents were asked to complete Questions 7 to 12.*

### 4.2. Questionnaire Responses

- 4.2.1. A total of 231 responses were received from the consultation, of these 9 were duplicates (i.e. more than one per household) and the proportional scoring was applied to these. There were 3 responses received from addresses outside the consultation area.
- 4.2.2. After the proportional scoring was applied and the responses from outside the area were removed, a total of 219 clean responses were represented in the final analysis.
- 4.2.3. Based on the delivery of approximately 2,100 leaflets, this represents a response rate of approximately 10%. As stated earlier, it is not unusual for consultation of this type to receive such a response rate. It should also be noted that not all of the respondents answered all of the questions within the questionnaire.
- 4.2.4. **Figure 4.1** shows the number of clean responses (a total of 219) from each tenancy category.



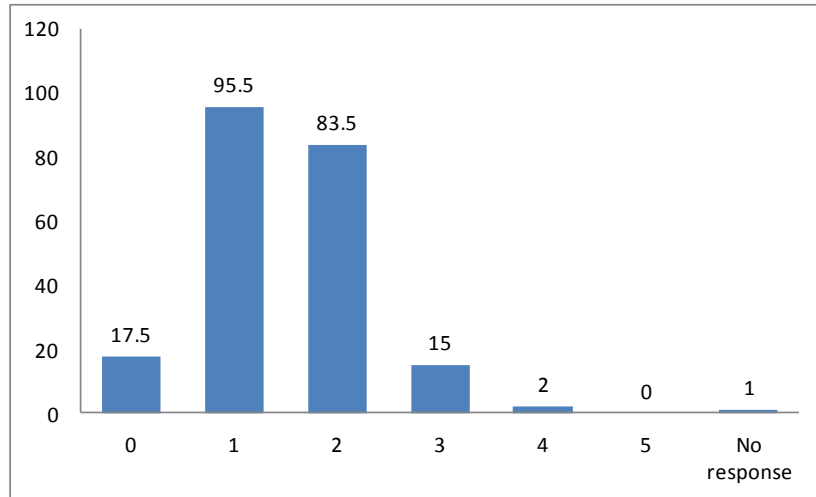
**Figure 4.1: Number of Respondents by Tenancy**

4.2.5. 216 properties out of 219 completed this question. The vast majority of respondents were home owners or tenants (a combined 95% of total responses) with a small number stating that they were an employer or landlord.

4.2.6. It should be noted that for all questions, the results may not reflect the opinion of all households in the area.

**Question 1: How many people aged 17+ live at your address?**  
*Answered by home owners, tenants and landlords*

4.2.7. **Figure 4.2** shows the occupancy levels of properties within the study area (as indicated by the respondents).



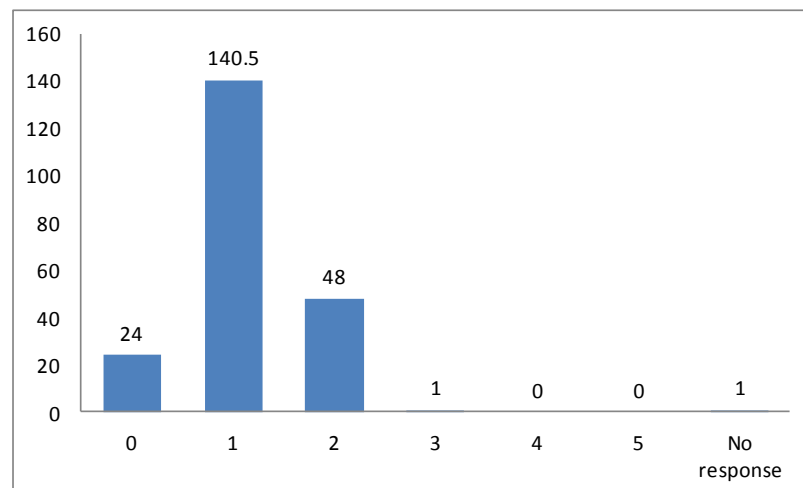
**Figure 4.2: How many people aged over seventeen live at your address?**

4.2.8. 213.5 residential properties responded to Question 1 out of a total of 214.5, with an average occupancy (people aged over 17 years old) of 1.6 people.

4.2.9. It is clear that this question was misunderstood by a number of properties, 17.5 properties responded that there were no over 17 year olds living at their address. It is unlikely these responses are accurate and it is anticipated that the respondents have not included themselves in their response. Due to the uncertainty in what the actual occupancy is in these properties, these 17.5 responses were not included when calculating the average occupancy levels in Central Ladywood.

**Question 2: How many vehicles are there in your household?**  
*Answered by home owners, tenants and landlords*

4.2.10. **Figure 4.3** shows the number of vehicles reported by respondents.



**Figure 4.3: How many vehicles are there in your household?**

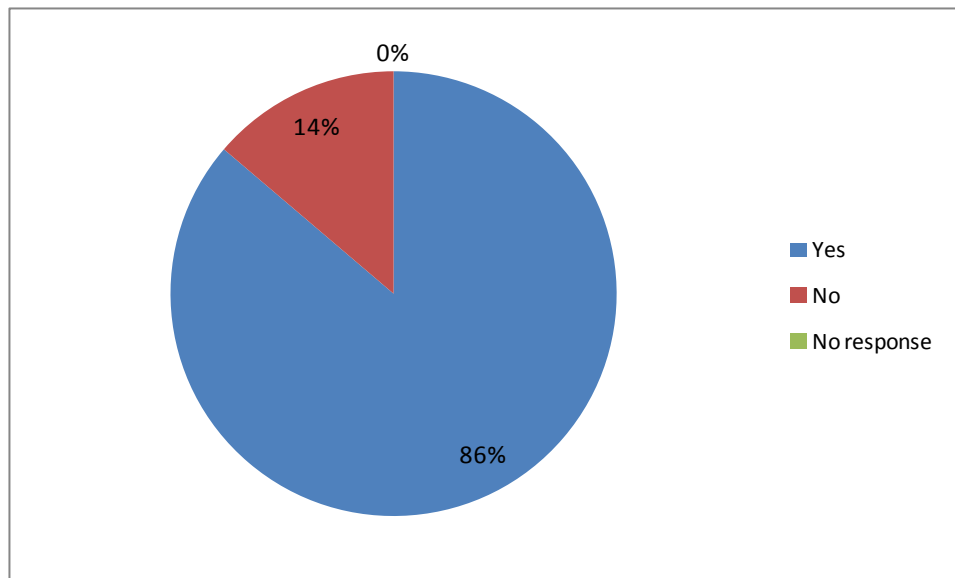


213.5 residential properties responded to Question 2 out of a total of 214.5, with a resulting average vehicle ownership level of 1.1 vehicles per household.

**Question 3: Do you think that there is a parking problem in your street?**

*Answered by home owners, tenants and landlords*

4.2.11. Figure 4.4 shows the percentage of respondents who believed parking was a problem in their street.



**Figure 4.4: How many vehicles are there in your household?**

4.2.12. All 214.5 residential properties responded to Question 3. A majority of 86% of respondents (185 properties) indicated that there is a problem with parking in their street, whilst 14% (29.5 properties) did not believe parking was a problem on their street.

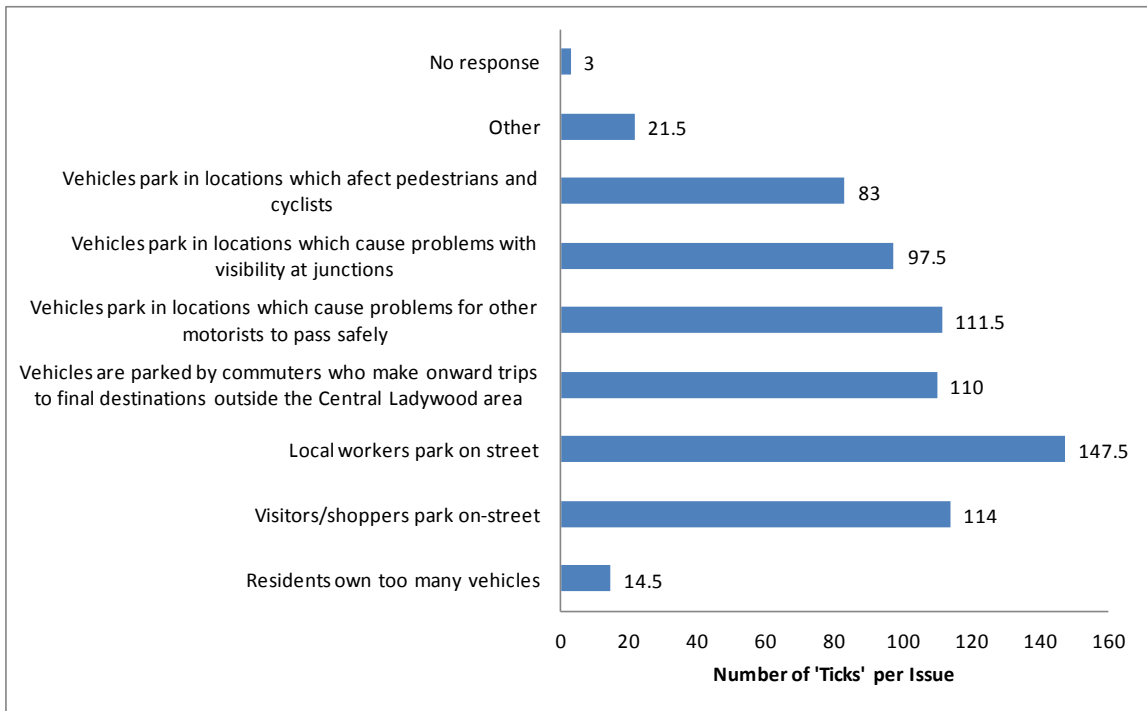
**Question 4: If you answered 'Yes' to Q3, do you think any of the following contribute towards the problem? (Please tick all that apply)**

*Answered by home owners, tenants and landlords who answered 'yes' for question 3*

- Residents own too many vehicles
- Visitors / shoppers park on-street
- Local workers park on-street
- Vehicles parked by commuters making onward trips by public transport to final destinations outside of the Central Ladywood area
- Vehicles park in locations which cause problems for other motorists to pass safely
- Vehicles park in locations which cause problems with visibility at junctions
- Vehicles park in locations which affect pedestrians and cyclists
- Other (please provide further information)

4.2.13. **Figure 4.5** shows the issues that respondents believe contribute to the parking problems in their street.

4.2.14. As the questionnaire stated that respondents should select all options that apply for this question, many respondents had ticked more than one option. The analysis is based on all options ticked; therefore the number of respondents is lower than the number of responses (699.5).

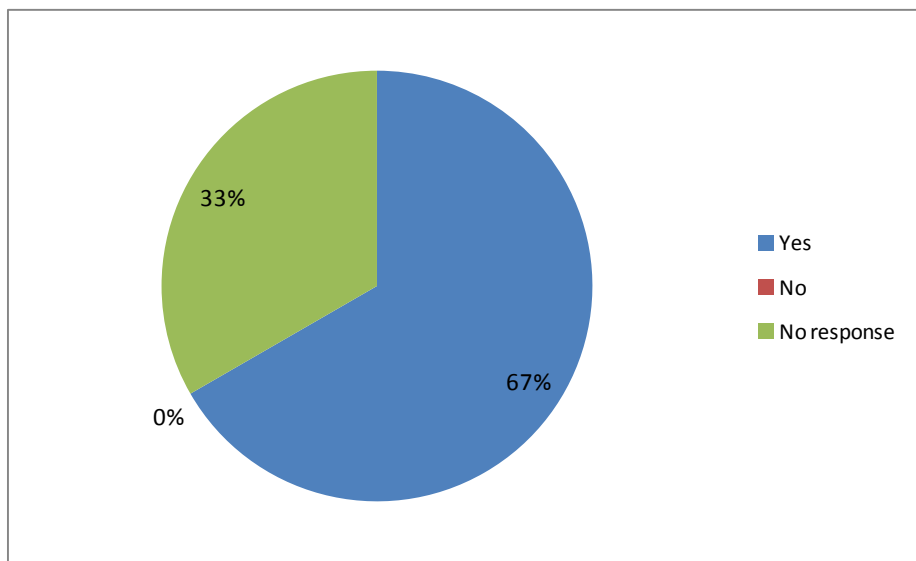


**Figure 4.5: Do you think any of the following contribute towards the problem?**

- 4.2.15. Of the 185 properties who thought there was a problem with parking on their road, 182 responded to this question – with most selecting more than one option.
- 4.2.16. The highest perceived contributing factors are local workers parking on the street (147.5), followed by visitors/shoppers parking on-street (114), vehicles parking in locations which cause problems for other motorists to pass safely (111.5) and vehicles being parked by commuters who make onward trips to final destinations outside the Central Ladywood area (110).

**Question 5: Do you think that there is a parking problem in your street?**  
*Answered by Business/Employers only*

- 4.2.17. **Figure 4.6** shows the percentage of respondents who believed parking was a problem in their street.



**Figure 4.6: Do you think that there is a parking problem in your street?**

4.2.18. 6 businesses/employers properties took part in the consultation, of these 4 responded to this question. A majority of 67% of respondents (4 businesses/employers) indicated that there is a problem with parking in their street (100% of those who responded).

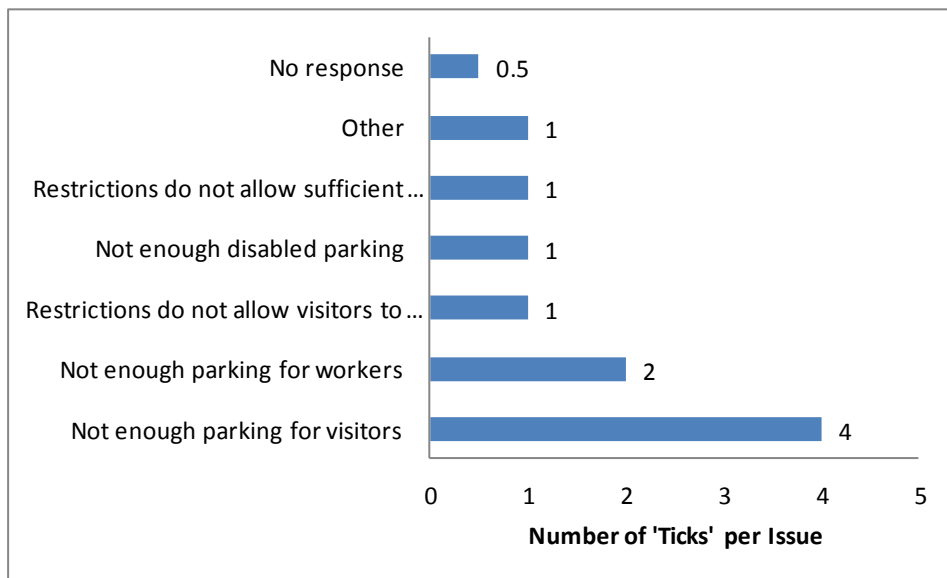
**Question 6: If you answered 'Yes' to Q5, do you think any of the following contribute towards the problem? (Please tick all that apply)**

*Answered by Businesses/Employers only*

- Not enough parking for visitors
- Not enough parking for workers
- Restrictions do not allow visitors to park for long enough
- Not enough disabled parking
- Vehicles park in locations which cause problems for other motorists to pass safely
- Restrictions do not allow sufficient loading/unloading when it is most required
- Other (please provide further information)

4.2.19. **Figure 4.7** shows the issues that respondents believe contribute to the parking problems in their street.

4.2.20. As the questionnaire stated that respondents should select all options that apply for this question, many respondents had ticked more than one option. The analysis is based on all options ticked; therefore the number of respondents is lower than the number of responses (10.5).



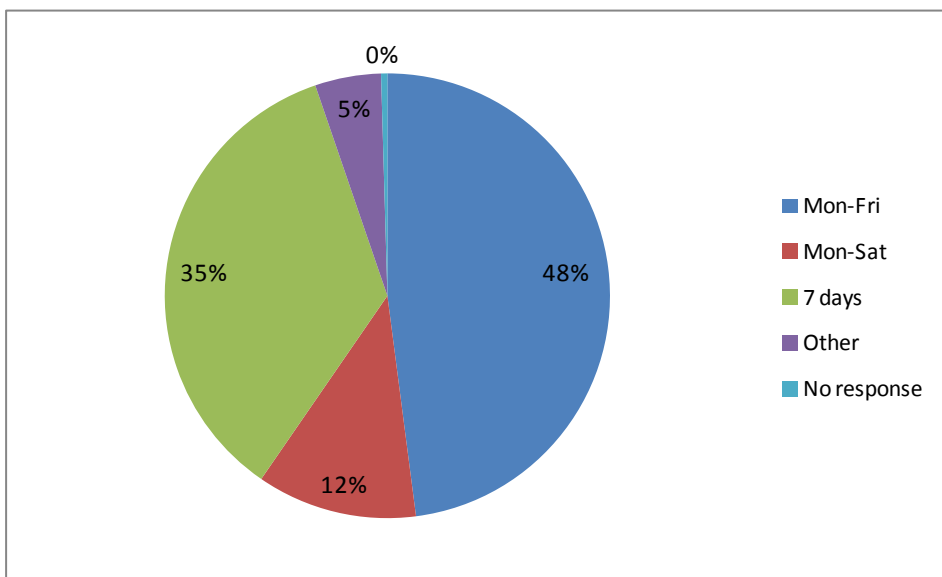
**Figure 4.7: Do you think any of the following contribute towards the problem?**

4.2.21. Of the 6 businesses/employers 5 responded to this question – with most selecting more than one option.

4.2.22. The highest perceived contributing factors are not enough parking for visitors (4) followed by not enough parking for workers (2).

**Question 7: If parking controls were introduced, which days of the week do you think would be most appropriate for controls to apply? (Please tick one option)**  
*Answered by all respondents*

4.2.23. **Figure 4.8** sets out the days that respondents think would be the most appropriate for controls to apply.



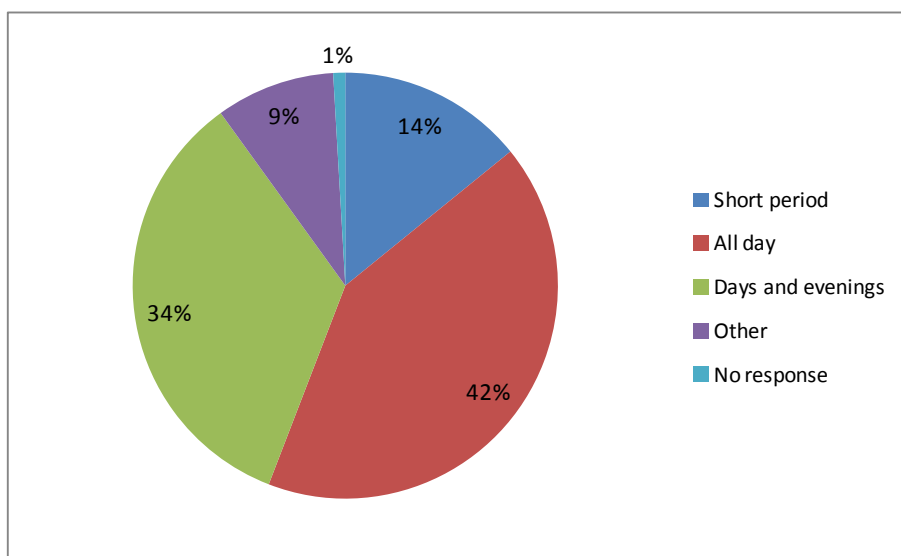
**Figure 4.8: Which days of the week do you think would be most appropriate for controls to apply?**

4.2.24. 218 properties responded to Question 7 out of a total of 219. A total of 48% of respondents (105 properties) indicated that controls operating Monday to Friday would be most appropriate followed by 35% (76 properties) who stated that controls operating seven days a week would be most appropriate, 12% (25.5 properties) favoured controls operating Monday to Saturday and 5% said other.

**Question 8: If parking controls were introduced, what do you think would be the most appropriate operating hours? Outside of these hours the restrictions would not apply. (Please tick one option)**  
*Answered by all respondents*

- A short period during the day which stops all day parking (e.g. 11am – 12 noon)
- All day (e.g. 8am – 6pm)
- All day and evenings (e.g. 8am – 10pm)
- Other (please detail)

4.2.25. **Figure 4.9** sets out the times of day that residents think would be the most appropriate for controls to apply.

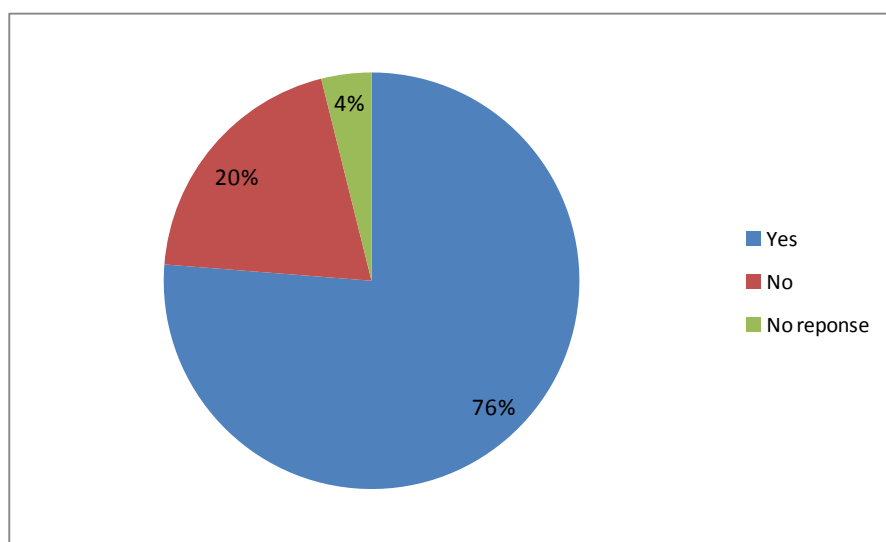


**Figure 4.9: If parking controls were introduced, what do you think would be the most appropriate operating hours?**

4.2.26. 217 properties responded to Question 8 out of a total of 219. A total of 42% of respondents (91.33 properties) indicated that controls operating all day would be most appropriate followed by 34% (74.83 properties) stating that controls operating in the day and evenings would be most appropriate.

**Question 9: Would you be in favour of parking controls being introduced in your area? Please note there would be a charge for permits – see information in leaflet.**  
*Answered by all respondents*

4.2.27. **Figure 4.10** sets out whether respondents are in favour of parking controls being introduced into their area.



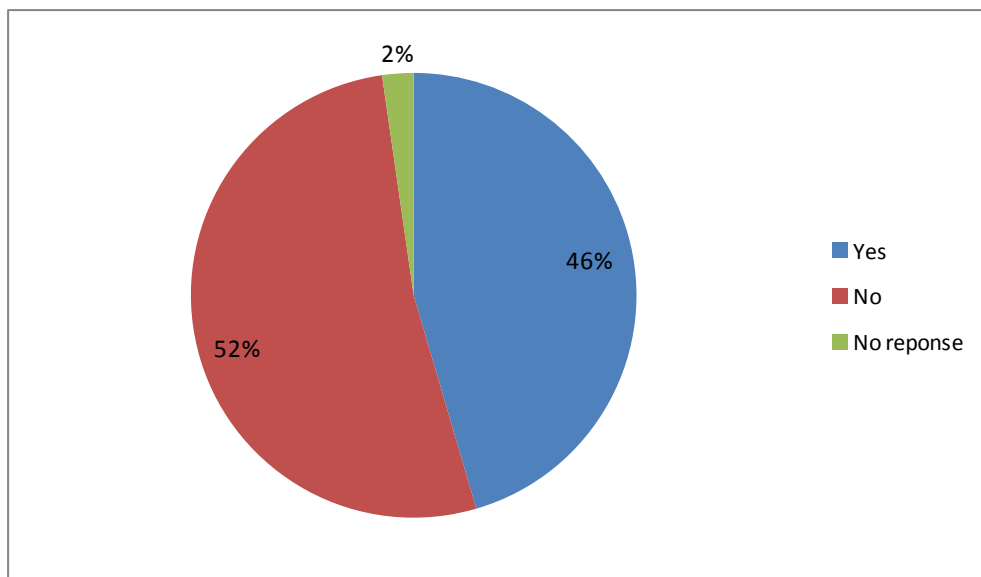
**Figure 4.10: Would you be in favour of parking controls being introduced in your area?**

4.2.28. 210 residential properties responded to Question 9 out of a total of 219. A majority of 76% of respondents (166.5 properties) indicated that they would be in favour of controls being introduced.

**Question 10: If you answered No to Q9 but a neighbouring road(s) were in favour of a permit parking scheme, would you then wish to be included in a scheme in order to avoid the possibility of parking displacing from those roads onto yours?**

*Answered by respondents who responded 'No' to Question 9*

4.2.29. **Figure 4.11** sets out whether respondents are in favour of parking controls being introduced into their area if they are introduced in neighbouring roads.



**Figure 4.11: If you answered No to Q9 but a neighbouring road(s) were in favour of a permit parking scheme, would you then wish to be included in a scheme in order to avoid the possibility of parking displacing from those roads onto yours?**

4.2.30. Respondents were only required to respond to Question 10 if they responded 'No' to Question 9. A total of 43 responded to Question 10 out of 44 that responded 'No' to Question 9. Of those, 52% were not in favour and 46% were in favour of a permit parking scheme if one was introduced on a neighbouring road.

**Question 11: If you answered 'Yes' to Q3 or Q5 and 'No' to Q9, what do you think could be done to address the parking problem?**

*Answered by all respondents*

**Question 12: Additional Comments**

*Answered by all respondents*

## Key themes identified from Questions 11 and 12

The key issues raised by respondents in questions 11 and 12, as well as in emails and telephone calls, have been summarised by road in a table and can be found in **Appendix E**. The key themes from this table are detailed below:

### Recommendations and Requests

4.2.31. A number of requests were received from respondents. These have been summarised below:

#### Additional yellow lines

4.2.32. A common request was for the implementation of additional yellow lines at various locations in the Central Ladywood area. If a scheme is to go ahead the whole area would be reviewed to establish where it would be safe for vehicles to be parked and where it would not be safe or would cause access issues or obstruction. This could result in yellow lines (waiting controls) being introduced at

junctions to improve visibility and at other locations to allow access or to reduce obstruction. However, these areas would be restricted for all vehicles, including residents and local workers.

- 4.2.33. Vehicles displaying valid permits, for residents, resident's visitors (and possibly for local workers within the scheme area), would only be able to park in the areas allocated for permit holders only.

**Permits for residents only and/or provided free of charge**

- 4.2.34. A number of respondents have stated that they would like a scheme that is for resident permit holders only. Some of these respondents are willing to pay for the permit, some respondents would like the permits to be free and some would like to have one free permit then pay for subsequent permits.

- 4.2.35. Should a scheme go ahead, full consideration will be given to whether the permit scheme would be for residents only or if there should be some facility provided to workers who work within the scheme area.

- 4.2.36. With regards to the requests for permits being provided to residents free of charge, this will not be possible. Outside the existing city centre Controlled Parking Zones, the first residents permit (per household) is currently £15 per annum and any subsequent permit is £30 per annum. Regrettably, it is not possible to provide permits free of charge as there are costs associated with any parking scheme that is introduced, including the administration and processing of the permits, enforcement and maintaining the signage and markings that are in place. However, the permit prices are considered to be reasonable and give the holder some additional convenience in that some of the kerb space is allocated for permit holders only, as opposed to a 'free for all'.

- 4.2.37. Residents within the scheme area will be eligible to purchase (currently £2.50 for a book of five day permits) resident's visitor permits to give to their visitors to display in their vehicles when parking in the designated permits areas.

**Carers**

- 4.2.38. It is acknowledged that some residents have carers who visit their properties to provide assistance to the resident.

- 4.2.39. Residents who regularly require family carers to visit them at their residence can apply for residents' permits which their carers can also use. Residents' visitor permits can also be used. In the case of professional carers, medical organisations can apply for waivers for staff that carry out visits to patients in the area. These are considered on a case by case basis and currently cost £30 for three months.

**Hours and days of control**

- 4.2.40. A number of different hours and days of control have been suggested, which will be considered, as well as considering what will work for the area as a whole. The majority of support appears to be for a scheme to operate all day, Monday to Friday. Further consultation will determine the most appropriate hours of operation. These will also need to take account of the operational hours of neighbouring zones.

**Other miscellaneous requests/recommendations**

- Limited waiting for shoppers, for example maximum for one hour, with no return within two hours;
- Provide loading bays for deliveries and removals to and from Jupiter House;
- Do not allow chevron parking, particularly in Sherbourne Street;
- Include a Car Club Bay;
- Mark the roads with parking bays to encourage motorists to park better;
- Widen Browning Street;

- Limited waiting is confusing for people and does not reduce the level of parking, people just move their cars around; and
- Ladycroft has too many double yellow lines, with too many residents' cars to fit in the remaining space.

### **Visitor (non-resident), Shopper and Commuter Parking**

- 4.2.41. Without any controls in place it is not possible to control who parks where. Any vehicle can be parked on the public highways where there are no controls in place, without being penalised. However, the proposed scheme would only allow local residents, their visitors and local workers within the scheme area displaying a valid permit to park in the area designated permit bays during the operational hours. Visitors would be able to park in the bays that have been designated as pay and display or limited waiting.

### **Illegal and Inappropriate Parking**

- 4.2.42. Concerns were raised by a large number of respondents in relation to vehicles being parked inconsiderately and dangerously at junctions and on occasions parking in such a way that it is difficult for other vehicles to pass safely, especially emergency and service vehicles.
- 4.2.43. Parking too close to junctions can be dangerous as it reduces the sight lines of motorists attempting to exit and enter a junction, as well as being dangerous for pedestrians and wheelchair users wishing to cross the road. Furthermore, whilst certain junctions in the area do not have any double yellow line junction protection, it states in the Highway Code that motorists should not park on the road where it would endanger, inconvenience or obstruct pedestrians or other road users, going on to state that motorists should not park within 10 metres of a junction. This is the case even if there are no yellow lines restricting parking. If there are no yellow lines in operation, this is not enforceable by the Council's Civil Enforcement Officers, but the Police can enforce for obstruction.
- 4.2.44. A number of respondents complained about motorists parking their vehicles on the footway. If controls were introduced BCC would be able to issue penalty charge notices to vehicles parked on the footway.

### **Other**

- 4.2.45. There were also a number of other comments concerns raised as detailed below:
- Concerns were raised regarding a lack of enforcement in the area of the existing parking controls. Whilst the Parking Enforcement team regularly conduct patrols in the area, it is not always possible to monitor every contravention of the controls which occurs. Nevertheless, all responses regarding these issues will be noted;
  - Some respondents were concerned that the permit scheme would prevent visitors from parking in the area/on their street. There will be limited waiting and pay & display spaces in the area to meet the needs of visitors. Additionally, each property can apply for visitor permits in addition to residents' permits, this will allow vehicles to park when visiting properties in the Central Ladywood area; and
  - A number of respondents have raised issues in relation to the off-street parking within their developments, for example Broadfield Walk, Essington Street and Morville Street, however, it is understood this issue is broader than that. Residents have complained that commuters park in the off-street parking areas, which at one time have had barriers. Unfortunately, these barriers were repeatedly vandalised, therefore leaving the area open to the public to park. These areas mostly are the responsibility of the Council's Housing Department and are not part of the public highway and as such are not currently enforceable by the Civil Enforcement Officers. However, it is appreciated that this is a serious issue of concern and should be considered as part of any scheme that should proceed. These issues will be discussed with the Area Housing Manager to establish a possible solution going forward.



## 4.3. Further Analysis

- 4.3.1. To put in to more context the 'outcome' of the consultation, the responses to Questions 3 and 9 have been considered further on a street by street basis to establish the views of respondents in relation to if there are any parking problems and if they are in favour of a scheme proceeding or not.

### Street by Street Analysis – Question 3 & 5 combined

- 4.3.2. Respondents were asked whether they think that there is a parking problem in their street (Question 3) and 86% stated that they think that there is a parking problem. The two most common problems selected by respondents were:
- Local workers parking on-street; and
  - Visitors/shoppers parking on street.
- 4.3.3. Whilst the results provide an overview, there is a need to look a little more in depth at the responses on a street-by-street basis in order to determine whether opinions vary at each location.
- 4.3.4. **Figure 4.12** shows the percentage of respondents, on a street-by-street basis, that believe there is a parking problem.
- 4.3.5. More than half of the streets in the area have 80%-100% of respondents believing there is a parking problem on their street, with five streets between 60% and 79% and four streets between 40% and 59% in agreement that there is a problem on their street. It is worth noting that 75% of streets have more than 60% of respondents stating that there is a problem in their street.

### Street by Street Analysis – Question 9

- 4.3.6. Question 9 asked respondents whether they were in favour of the parking controls proposed in the consultation leaflet.
- 4.3.7. The results show an overall positive response to the parking controls proposed in the consultation leaflet; with 76% stating that they are in favour and 20% stating that they are not in favour (4% of the total respondents did not respond to this question).
- 4.3.8. The number of responses in favour exceeds the target of 60% for a proposal to be taken forward as set out in BCC's Parking Policy.
- 4.3.9. **Figure 4.13** shows the percentage of respondents, on a street-by-street basis, that are in favour of the parking controls proposed in the consultation leaflet.
- 4.3.10. More than half the streets in Central Ladywood agree by 60-100% of respondents that they are in favour of a scheme proceeding, with Three having 40-59% respondents in favour and three streets with 20-39% of respondents being in favour of a scheme proceeding.

**Note: No responses to the questionnaire were received from Ledsam Street and Friston Avenue and was not included in the consultation, as indicated previously. Sheepcote Street was not included in the proposed scheme, but properties within the King Henrys development, which has a postal address of Sheepcote Street, were consulted.**





## 5. Summary of Analysis

### 5.1. Consultation Overview

- 5.1.1. A total of 231 people responded to the survey; representing 219 properties (calculated using a proportional score method as set out in Section 47.1).
- 5.1.2. The respondents were initially asked whether they were a tenant, home owner, landlord or employer. The majority of respondents were home owners, followed by tenants and a small number of employers and landlords.
- 5.1.3. Questions 1- 4 are for residents only to respond to, questions 5 & 6 are for businesses/employers only to respond to and questions 7 – 12 are for all to respond to.

### 5.2. Question 1 – How Many people aged 17+ live at your address

- 5.2.1. The average number of people (aged over 17 years) per household of those who responded was 1.6 with the majority of the respondents stating that only one person (aged over 17 years) lives in their household, followed by properties with two people.

### 5.3. Question 2 – How many vehicles are there in your household?

- 5.3.1. Respondents were asked about the number of vehicles at their address, which was used to determine the demand for parking spaces from each property. The results showed that the average number of vehicles per property of those who responded was 1.1 with the majority of the respondents having one vehicle at their address, followed by properties with two vehicles. This suggests that the majority of properties would require one parking permit but some properties will require more than one.

### 5.4. Question 3 – Do you think there is a parking problem in your street?

- 5.4.1. The majority of respondents (85%) believe that there is a parking problem in the Central Ladywood area. However, four streets in the area were less than 60% in agreement that there is parking problems on their street. It is highly anticipated that if controls were implemented on other streets in Central Ladywood parking problems in the four streets that did not feel there are any parking problems would significantly increase due to the displacement of vehicles.

### 5.5. Question 4 – If you answered Yes to Q3, do you think any of the following contribute towards the problem (list of options are listed in question 4 in Chapter 3)?

- 5.5.1. From the results of Question 4, it is clear that vehicles are being parked to access destinations outside of the Central Ladywood area and that the level of parking in the area is causing concerns over safety. The survey results highlight local workers, visitors/shoppers and commuters as being the main contributors to the parking problems.

## **5.6. Question 5 – Do you think there are parking problems in the proposal area which impact on your business? & Question 6 If you answered Yes to Q5, do you think any of the following contribute towards the problem (details of the option in Chapter 4)?**

5.6.1. With the exception of 2 business properties, which did not respond to these questions, 100% of responding businesses/employers stated that there was a problem with parking. The most common issue raised by businesses/employers was that there is not enough parking for visitors and not enough parking for workers.

## **5.7. Question 7 – If parking controls were introduced, which days of the week do you think would be most appropriate for controls to apply & Question 8 If parking controls were introduced, what do you think would be the most appropriate operating hours?**

5.7.1. Monday to Friday is the most popular period, at 48%, and 42% responded that restrictions should apply all day. This seems to be a logical response due to the high level of daytime (commuter and shopper) parking but it may still cause problems in the evenings and weekends when events are being held at venues such as the National Indoor Arena and due to visitors to Brindley Place, Broad Street and the cinema at Five Ways. The most favoured option for the days in which controls should apply was seven days a week with 35% of responses, followed by the day and evening with 34% of responses.

## **5.8. Question 9 – Would you be in favour of a scheme similar to that proposed on the map opposite which would aim to address the parking issues in your area? & Question 10 If you answered No to Q9 but a neighbouring road(s) were in favour of a permit parking scheme, would you then wish to be included in a scheme in order to avoid the possibility of parking displacing from those roads on to yours?**

5.8.1. When asked whether they are in favour of a scheme similar to that proposed in the leaflet, the majority of respondents (76%) were in favour. The majority of the streets were above 60% in favour.

5.8.2. Of those who responded 'No' to Question 9, a majority of 52% would still not be in favour and 46% would be in favour of a permit parking scheme if one was introduced on a neighbouring road.

## **5.9. Key Issues**

5.9.1. Overall, the general consensus from the responses received is that there are parking problems in Central Ladywood and, in the majority of the streets, over 60% of the properties agree with parking restrictions. Comments received by the respondents highlighted the issues and many supported the proposals.

5.9.2. Comments received by the respondents highlighted the issues but there were few viable suggestions received that would help to resolve these parking problems. The key issues raised by the respondents were:

- Concerns over charges for permits;

- People parking for locations outside the Central Ladywood area;
- Illegal/Inappropriate parking creating safety issues;
- Visitors to residents (including carers) being able to park;
- Residents' private off-street parking areas are being used by the public. How can this be avoided?; and
- The need for adequate enforcement.

## 6. Recommendations

- 6.1.1. It is recommended that BCC take forward the proposals for a CPZ in the Central Ladywood area which will give priority to residents as set out in the consultation document. This recommendation is based on the following:
- BCC's target of a 60% or relevant responses in favour was significantly exceeded across the scheme area; and
  - The majority of streets returned a positive response rate of over 60%.
- 6.1.2. Although the positive response rate was below 60% on some streets, it is anticipated that the parking situation would become significantly worse if controls were introduced on other streets in the Central Ladywood area. The results show that the vast majority of streets (and 85% overall) stated that there was a parking problem on their street.
- 6.1.3. It is anticipated that parking problems will significantly increase on all uncontrolled streets if parking controls were implemented in other streets in the Central Ladywood area (and in other areas in Ladywood, such as St. Marks). This is due to non-resident parking becoming concentrated on these streets as drivers are not able to park elsewhere. It is therefore recommended that the CPZ incorporates all streets in the Central Ladywood area.





# Appendix A. Extract from City Centre Parking Review Report (2011)

## KEY LAND USE AND ATTRACTIONS

- Predominantly a residential area with some small retail parades, schools and other local services; and
- Nearby attractions include Broad Street, Brindley Place, Five Ways, Broadway Plaza and the National Indoor Arena (NIA)

## CURRENT PARKING ACTIVITY

Currently the conflict for parking in this area comes from local residents, external commuters and visitors. The area is predominantly residential but the nearby attractions of Broad Street, Brindley Place, National Indoor Arena (NIA) and Five Ways, as well as the wider city centre attractions, create demand for parking from people visiting other parts of the city.

There are currently only a few parts of the proposed Zone which have on-street controls. These include some limited waiting bays in Guild Close (close to the Action for Children Centre) and some restricted parking (no stopping between 5am and 6am) along Great Tindal Street/St Vincent Street/Ledsam Street. There are also sections of School Keep Clear along Gilby Road and no waiting at any time at junctions. Along Grosvenor Street there are double yellow lines along both sides of the carriageway although there appears to be room for additional parking.



**The Westside Parking Zone in relation to other new Controlled Parking Zones**

The pressure on on-street parking is increased as there are no off-street car parks located within the area. There are however many off-street facilities close to the boundaries of the zone. The largest of these are at the NIA (split across 3 car parks) and Broadway Plaza. The car park data provided by BCC indicates that the occupancy levels of the Broadway Plaza Car Park are low (just 20%). It is possible that the introduction of additional parking controls could encourage more use of this car park.

Although no survey data has yet been considered for the specific effect caused by events (such as at the NIA), it is thought that this area is used by visitors as an alternative to the off-street car parks closer to the venues. The on-street parking is likely to be more appealing to visitors to events as it is cheaper and more accessible.

Residents make up the majority of the land use with terraced housing and high rise flats the most common building types. Many of the houses appear to have off-street parking either from garages, driveways or in private car parks connected to their accommodation. The parking beat surveys (see page 32 and 33) show that around Ryland Street and Sherborne Street there appears to be a high demand for parking. This is likely to be residents (and visitors of the residents) of the Jupiter development.

In the residential cul-de-sacs (e.g. Power Crescent, Rann Close, Ledbury Close, Guild Close), it is often unclear where the boundary of private and public highway land is. The housing and tower blocks (e.g. Wells Tower in Rodney Close) have car parks in close proximity of the buildings which appear to be for the private use of the residents in these flats.

The parking demand in the streets within this proposed Zone is likely to also be impacted by vehicle displacement from other areas that have CPZ controls. To the south of the area (south of the A4540), the Chamberlain Gardens CPZ has been operational since the start of 2010. Displacement from this area appears to have caused vehicles to park in the south of the Zone (e.g. Power Crescent, Morville

Street and Rann Close). There is reasonable access from within this Zone for people who require parking to work within the Chamberlain Gardens CPZ and using the streets within this area would mean they would not have to purchase a parking permit.

To the north of the area is the Jewellery Quarter CPZ. This CPZ has recently been under review and construction is currently taking place on a revised scheme (due for completion June 2011). Whilst it is possible that there is some displacement parking at the moment, it is likely that the design changes will lead to more vehicles parking in this Zone as there will be less free parking available. This effect would mean an increase in demand for parking in the northern parts of the Westside area.

The area is served by a number of bus services which follow the A4540 Inner Ring Road and along Broad Street. However, there is little penetration of services that go through the Westside Zone. The only time buses do enter the area are on Friday and Saturday nights where an alternative route via King Edwards Road and Sheepcote Street is used to avoid the congestion along Broad Street. The area is 15/20 minute walk from the city centre rail stations.

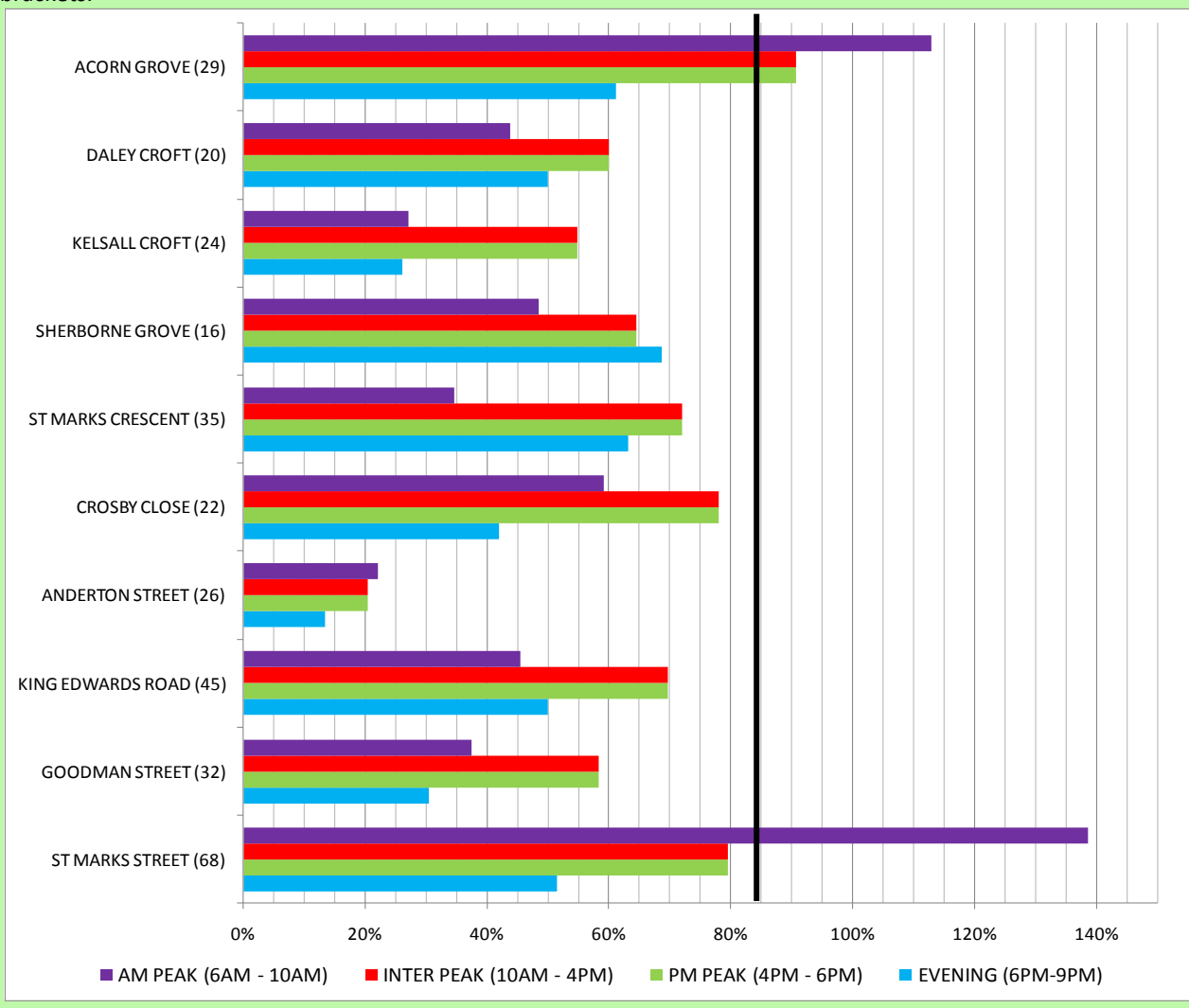
**SURVEY DATA ANALYSIS (Survey Area 8 as shown in Figure 3.1)**

For the purpose of presenting the survey data, Zone D has been divided into a North and South area. The boundary follows the route of the railway line which enters the city from Smethwick (south of St Marks Crescent and north of Lighthorne Avenue).

Surveys were undertaken in this area on Tuesday 23<sup>rd</sup> November 2010.

North Westside

The graph below shows the average occupancy of available on-street parking. The graph below shows the average occupancy of available on-street parking. The estimated legal on-street parking space on each street is shown in brackets.



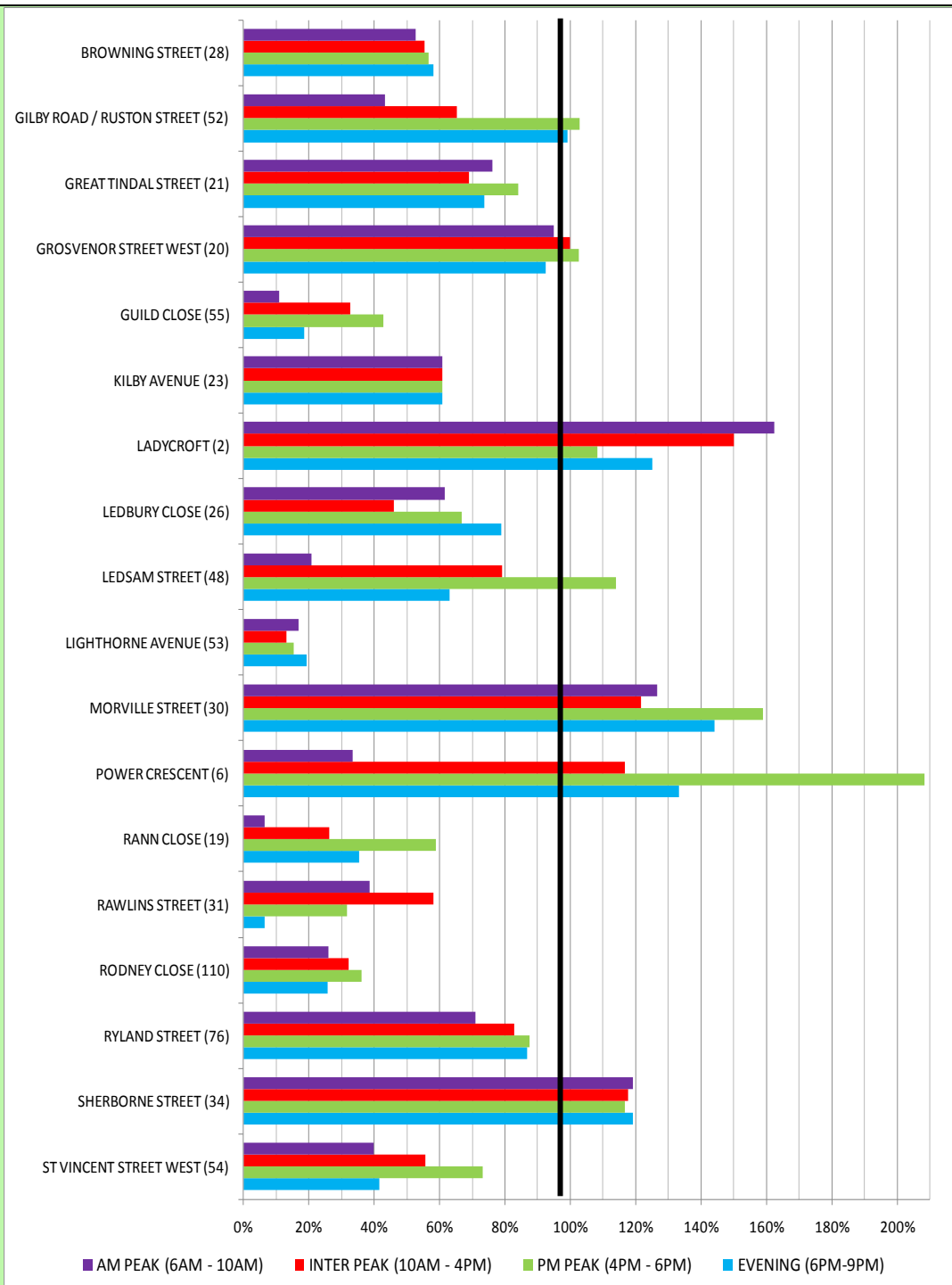
*The line on the graph indicates 85% occupancy. This is an indicative benchmark set for BBC's Parking Policy for new CPZs/RPSs. Areas where parking demand is greater than 85% of the legal on-street space and non-resident parking is over 50% of all parking, are suitable to be considered for residents parking controls.*

- At 8am, Acorn Grove and St Marks Street are over 90% full;
- During the Inter Peak, none of the ten streets are on average more than 100% capacity. Only one of the streets is over 80% full;
- At 5pm, only Sherborne Grove is over 75% full.
- At 9pm, the whole area is an average of 47% full. The busiest streets are Acorn Grove (76% full) and Sherborne Grove (75% full);
- There is a clear issue with St Marks Street during the AM Peak period. At 6am, the surveys indicated that the parking was over capacity indicating a possible issue with overnight parking. Acorn Grove also has capacity issue during the AM Peak

*An indication of the parking bay occupancy for the whole of the Westside Zone is provided as a map presented in Appendix B. The map shows the average occupancy of bays during the Inter Peak period (10AM – 4PM). The data is taken from the parking beat surveys discussed in this section.*

#### South Westside

The graph below shows the average occupancy of available on-street parking. The estimated legal on-street parking space on each street is shown in brackets.



The line on the graph indicates 85% occupancy. This is an indicative benchmark set for BBC's Parking Policy for new CPZs/RPSs. Areas where parking demand is greater than 85% of the legal on-street space

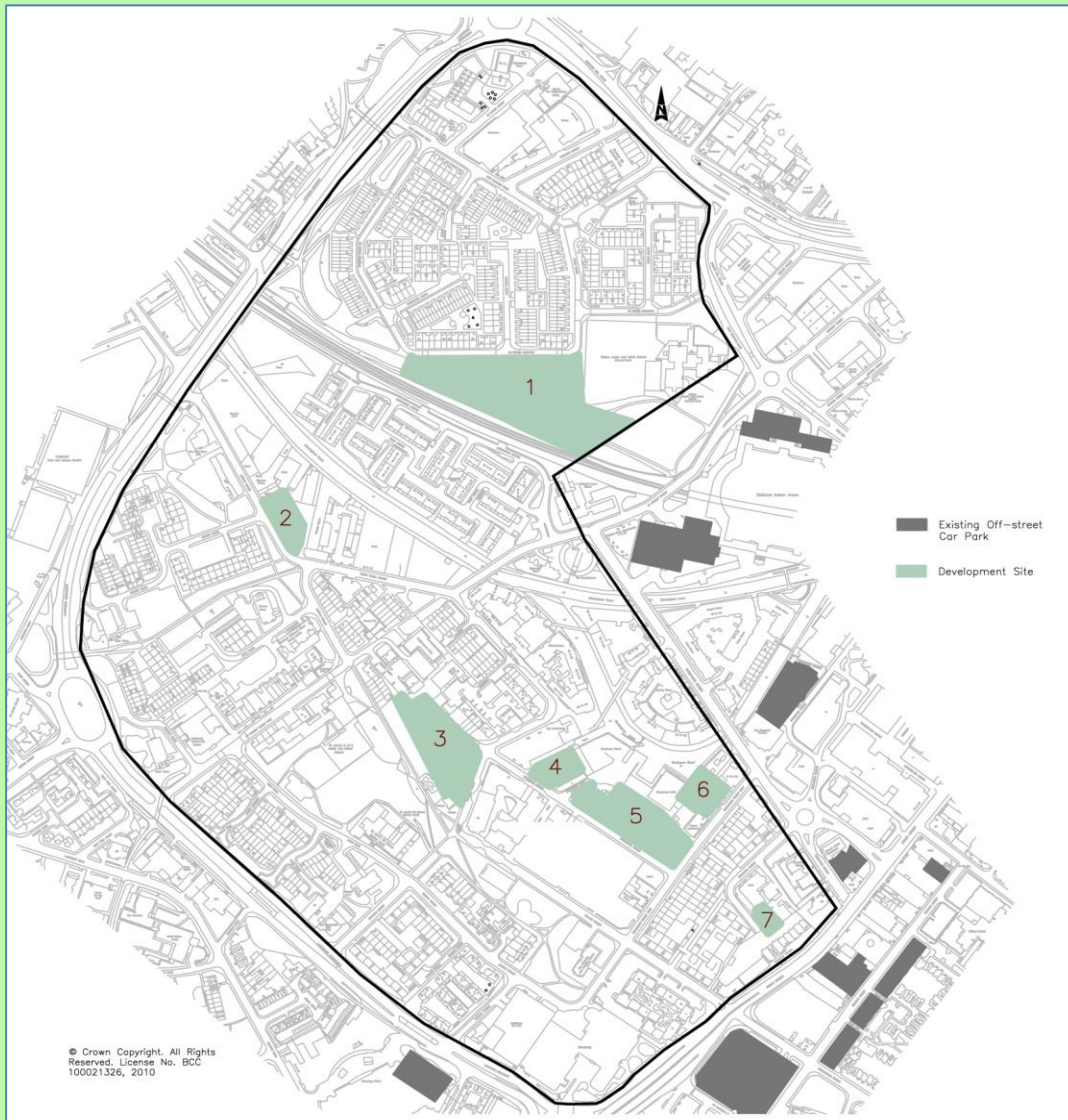
and non-resident parking is over 50% of all parking, are suitable to be considered for residents parking controls.

- At 8am, Gilby Road / Friston Avenue, Grosvenor Street West, Ledsam Street, Morville Street, Power Crescent, Ryland Street and St Vincent Street are all over 90% full;
- During the Inter Peak, three of the eighteen streets are on average more than 110% capacity;
- At 5pm, Grosvenor Street West, Morville Street and Sherborne Street are over 75% full; and
- At 9pm, the whole area is an average of 60% full. The busiest streets are Grosvenor Street West (90% full), Morville Street (110% full) and Sherborne Street (126% full).

An indication of the parking bay occupancy for the whole of the Westside Zone is provided as a map presented in Appendix B. The map shows the average occupancy of bays during the Inter Peak period (10AM – 4PM). The data is taken from the parking beat surveys discussed in this section.

## DEVELOPMENTS

The development information provided by BCC (up to date April 2010) indicated 7 main development sites within the Westside area. These are shown on the plan below.



**1** – Education to Assembly and Leisure (17000 m<sup>2</sup>), **2** – Residential to Industrial, **3** – Blakemere House Residential Site to Residential, **4** – Vacant Land to Residential (21 flats), **5** - Public Building to Residential (167 flats), **6** – Industrial to Mixed Use (6 dwelling conversions, 84 m<sup>2</sup> of office space), **7** – Transportation to Communal Residential (46 hotel beds).

There are also plans to create new open space, between the railway line and the canal, adjacent to Lighthorne Avenue.

*The Big City Plan and the information on City Centre development plans provided by BCC (dated April 2010) have been used as sources of information.*

## OFF-STREET CAR PARKS

There are no publicly available car parks within the Zone.

There are however 10 publicly available off-street car park located close to the boundary of the zone. Data on capacity, occupancy and turnover has been provided as available by BCC.

Car Park (date of surveys)	No. of Spaces	Peak Occupancy (number of vehicles; % full)	Of vehicles which are parked before 10am, what percentage stays for longer than 7 hours?	Other Comments
Brindley Place (26/11/09)	903	12pm-1pm 706; 78%)	61%	Car Park is over 70% full between 11am and 3pm
Broadway Plaza (17/11/09)	1300	2pm-3pm (307; 24%)	56%	Car Park is over 20% full between 11am and 4pm
Bishopsgate Street (17/11/09)	481	1pm-2pm (296; 62%)	73%	Car Park is over 50% full between 10am and 4pm
Tennant Street Euro (23/11/09)	262	1pm-2pm (138; 53%)	86%	Car Park is over 50% full between 11am and 3pm
Tennant Street City Council	54	<i>No survey data has been provided for this car park</i>		
Tennant Street Midway Parks	38	<i>No survey data has been provided for this car park</i>		
Tennant Street CCS	140	<i>No survey data has been provided for this car park</i>		
Birmingham Central Travelodge	30	<i>No survey data has been provided for this car park</i>		
Broad Street Urban	80	<i>No survey data has been provided for this car park</i>		
National Indoor Arena (total of the 3 car parks)	2228	<i>No survey data has been provided for this car park</i>		

There is also a large private car park attached to the Tesco store on the corner of Five Ways roundabout which provides parking for people shopping at the store.

## SUMMARY OF PROPOSALS

Given the size of this area, it has been considered appropriate to divide the region into two Zones. These are split using the natural boundary of the Smethwick railway line which runs east-west (to the south of St Marks Crescent and north of Lighthorne Avenue). The proposals for the North and South areas are separately presented below and the proposed parking controls across the South Westside Zone are presented on Figure 4.5.

### North Westside

- The Outer Zone CPZ (to the east), A457 Sand Pits and the Jewellery Quarter CPZ (to the north), the A4540 Inner Ring Road (to the west) and the Smethwick railway line (to the south) provide natural boundaries for the Zone;
- The area is predominantly residential, and many of the properties do appear to have some off-street car parking space;
- Data shows that none of the streets within this area are over capacity during either the peak periods or the Inter Peak period. During the Inter Peak period (4PM – 6PM), the whole of this area is on average only 65% full. This is less than BCC's benchmark value of 85% demand;
- The survey results indicate that St Marks Crescent is in medium demand. However, anecdotal, local knowledge indicates that parking in this area is often in high demand. It is recommended that further site visits are carried out to this location to further identify the requirements.
- It is acknowledged that there is the potential that the parking issues in this Zone may worsen as a result of displacement from the Jewellery Quarter CPZ which is currently being constructed on the other side of the A457 Summer Hill Road. This CPZ is due to become operational in May 2011 and will reduce the amount of free parking north of the A457. It is therefore anticipated that drivers may look to use the free parking within the North Westside Zone instead; and
- Following the implementation of the Jewellery Quarter CPZ, a review will take place. It is recommended that the parking in North Westside is reconsidered at this point, and if appropriate, proposals to provide controls to assist the local residents can be prepared. The surveys collected for this study will be used as a part of the post-implementation review of the Jewellery Quarter CPZ.

### South Westside

The proposed parking controls for the Westside South area are presented on Figure 4.5. The plans also provide more details on the proposed bays and the evidence base for the proposals.

- The Outer Zone CPZ (to the east), Smethwick railway line (to the north) and the A4540 Inner Ring Road to the south and west provide natural boundaries for the Zone;
- Data shows that significant proportion of the area has greater than 85% of legal on-street space used during the Inter Peak period;
- Proposals provide a mix of permit holder bays, resident permit holder only bays and short term pay and display bays;
- Business permits would be available to provide parking for local workers and staff at the school; and
- The short stay bays should be designated as pay and display, limited waiting or a mix of the two;

Analysis of this Zone identified that the key aim of any parking controls should be to protect parking provisions for local residents and to support the local businesses. In areas where a lack of available space is causing drivers to park dangerously, the controls can also help to reduce this indiscriminate parking and improve safety. The parking survey data (see page 33) shows that, particularly in the south of the Zone (Ruston Street, Grosvenor Street, etc), on-street parking space is over capacity.

The parking proposals (presented in Figure 4.5) show a mix of any permit bays and resident permit only bays across the Zone. These have been allocated in streets which appear to be residential, and where the survey data appears to show that all day parking is occurring. Whilst it is unclear whether or not the all day parking is local workers or other commuters, the proposals will still allow people who work in the area to

park, whilst reducing the amount of parking for people from outside the area who wish to park for free and walk to other parts of the city centre.

The any permit bays have been provided in areas closer to the main employment hubs (as shown in Figure 4.5; e.g. Ledsam Street by the industrial works). It is anticipated that in these areas, workers will be able to park along with the local residents. It may however be appropriate to allocate a small number of business permit only bays should an initial consultation indicate a strong demand for this.

The demand for parking is increased in the areas as there are no off-street car parks within the Zone (as indicated on Page 34). There are however a large number of facilities available closer to the city centre (Brindley Place, NIA, etc), to the east of Broad Street (Tennant Street, etc) and at Broadway Plaza to the south. Long stay visitors would either be required to use a visitor permit (to be issued by a local resident or business) or would have to pay to use one of these off-street car parks and walk to destinations within the South Westside Zone.

The boundaries for the area have been defined, based on the current parking activity and the natural barriers which exist, such as the Smethwick railway line. As shown in Figure 4.5, the proposed Zone does not include Kilby Avenue or Lighthorne Avenue. This was because the parking survey data did not show there to be any clear issues with parking in this area at the moment. It is felt that significant displacement of vehicles into these streets was less likely, as the cul-de-sac forms a natural barrier. Whether or not these streets should be included should be considered by BCC. Including them within any initial consultation would also be recommended to understand the viewpoint of the local residents.

The parking proposals have not accounted for any significant changes to the land use, resulting from any developments. As outlined on page 34, the development plans for the area are not substantial but will create a new industrial site, a couple of residential blocks and some leisure space. It is felt that the proposals presented in Figure 4.5 would be able to largely accommodate the change in demand which these developments create. If other regeneration happens in the longer term there may be a need to review the controls.

Within the residential areas, an initial site assessment shows that some indiscriminate echelon parking currently occurs, particularly along Ryland Street which encroaches into the carriageway. This area is marked in the annotations to Figure 4.5. The echelon parking restricts access for passing vehicles and is a safety hazard when parking and exiting the bays. The existing carriageway design is not suitable for echelon parking, and it is generally discouraged from forming a part of a carriageway parking design due to the associated safety issues for vehicles when exiting spaces. It is therefore recommended that bays are marked as parallel parking bays in any new design. Whilst the current parking habits are 'informal', parallel parking will mean that the number of parking 'spaces' will reduce.

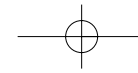
There is a section of echelon parking on St Vincent Street West, which is part of the existing design, unlike the 'informal' echelon parking that occurs in Ryland Street. Whilst, echelon parking is rarely incorporated in street design due to the safety issues when parking and exiting the bays, on this occasion Atkins would recommend that these bays remain as they are for the initial design. The safety issues should be minimal as there are traffic calming measures in place and a Road Safety Audit (stage 1 & 2) will be carried out at design stage. Enquiries can also be made in relation to road traffic accident levels.

*For all scheme design proposals presented in this report, no waiting at any time restrictions would be marked on all junctions to ensure safety. The locations of all bays would be subject to a site visit at a subsequent stage. Specialised bay designations such as loading bays or disabled bays are likely to be required. The location of these would be identified from initial consultation with stakeholders.*



# **Appendix B. Central Ladywood On-Street Parking Review leaflet**





Please tear carefully along perforation

### Central Ladywood Parking Review - FAQ's

**Q: Why are we suggesting changes to parking controls?**

**A:** We believe that the ideas shown in our initial design would help to protect on-street parking provisions for the local communities of Central Ladywood against the increasing parking demand across Birmingham City Centre. Such a scheme would prevent people who are travelling to destinations outside of Ladywood from leaving their cars in your street, making it far easier for you to park close to your home or local business.

**Q: During what hours would parking restrictions apply?**

**A:** The days and times at which controls may operate has not been decided yet. This is one of the areas that we would like your views on. The consultation questionnaire asks about the times when you think controls should apply and we will consider the responses. When restrictions are not operating then any vehicle would be eligible to park.

**Q: What level of positive response is required in order for any scheme to proceed?**

**A:** In order for us to proceed beyond this stage of consultation, our target is for at least 60% of all relevant responses to be in favour of further development of a scheme. Only responses from addresses within the area will be considered towards this target.

**Q: If controls are only in place at times when my car is never parked, do I need to purchase a permit?**

**A:** You would only need to purchase a permit if you wish to park in the permit bays during the operational hours of the scheme.

**Q: Who is entitled to purchase a parking permit?**

**A:** For resident only permit parking, only residents living within the zone boundary can apply for a permit. For any permit parking, any person either living or employed within the boundary can apply for a permit.

**Q: What are the charges for parking permits?**

**A:** The charges for annual (12 month) permits are likely to be:  

- Resident Permits - £15. If demand allows more than one per household, additional permits would cost £30 each.
- Business Permits - £150.

- Residents' Visitor Permits - £2.50 for a book of 5 all day tickets.
- Visitors - Pay & Display charges would be in line with current city centre prices.

These prices could change before a scheme is implemented. Information would be circulated well in advance of any scheme being introduced.

**Q: How can visitors (including tradesmen) park in permit holders only areas?**

**A:** Residents would be able to purchase single day 'visitor permits' which could be displayed in their visitors' vehicles to allow them to park in permit bays during the operational hours. In order to manage capacity, there would be a limit on the number which may be purchased annually. Outside of the operational hours, any vehicle could park without the need to display a permit.

**Q: If parking bays are introduced, how can I suspend parking bays for building work etc?**

**A:** It would be possible to suspend bays for long term building works to take place, subject to a charge. Applications to suspend bays can be submitted through the Birmingham City Council website.

**Q: What parking provisions will be provided for carers who need to park in the area?**

**A:** Residents who regularly require carers to visit them at their residence can apply for permits which their carers can use. Residents' visitor permits can also be used. In the case of professional carers, medical organisations can apply for waivers for staff that carry out visits to patients in the area. These are considered on a case by case basis and currently cost £30 for three months.

**Q: How would a scheme proceed if my street is not in favour of being included but surrounding streets are in favour?**

**A:** If a street is not included in a scheme and all surrounding streets are, there would be a danger that parking could 'displace' to less restricted areas. This could limit the parking facilities available for vehicle owners and potentially lead to more road safety issues. In these circumstances, it would usually be proposed that the street is included in the scheme. However, all individual circumstances will be considered and, where appropriate, the scheme would be revised.

### What happens next?

This consultation is the first stage of the Central Ladywood Parking Review and no decision has been made about whether changing the parking controls is right for the area.

The views and information we get back from this consultation will help us understand whether a parking scheme is something the community supports. This is why we encourage everybody to return the attached questionnaire.

If responses are largely positive, further work will be taken forward and more information will be circulated once this has been completed.



### HAVE YOUR SAY HOW TO GET IN TOUCH

Please complete and return the attached questionnaire by FREEPOST.

Alternatively you can respond online at:  
[www.birmingham.gov.uk/centralladywoodparking](http://www.birmingham.gov.uk/centralladywoodparking)

This survey is important to help us understand current views on parking in Central Ladywood.

Telephone:  
**0121 483 6174**  
Email:  
[parkingconsult@birmingham.gov.uk](mailto:parkingconsult@birmingham.gov.uk)

### THE DEADLINE FOR INFORMATION AND RESPONSES IS 5<sup>th</sup> APRIL 2013

If you are a tenant in a rented property, please also inform your landlord of these proposals and encourage them to respond. Additional leaflets can be posted out on request to properties in the area. If you would like additional copies, please use the contact details above.

## PUBLIC CONSULTATION CENTRAL LADYWOOD ON-STREET PARKING REVIEW

INFORMATION LEAFLET & QUESTIONNAIRE



Let us know your views and ideas on how to improve parking in your area.

#### Why we want your help

The close proximity of the Central Ladywood area to nearby attractions such as Broad Street, the National Indoor Arena (NIA), Broadway Plaza and Five Ways, as well as destinations across Birmingham City Centre, creates considerable demand for on-street parking and problems for local residents who have to share available space with commuters and other visitors. Future development of the area may further increase this pressure.

The purpose of this review is to address these parking issues through better management of the on-street space. We believe that this is an opportunity to improve on-street parking provision for the local community. In areas where a lack of available parking space is causing drivers to park dangerously or inconsiderately, controls could help to reduce illegal parking and improve safety.

Although we are consulting across a wide area, depending on the response to the consultation it may be appropriate to divide this area and apply different controls (or none in some cases) to different parts of Central Ladywood.

#### Some of the options that could improve parking in Central Ladywood are:

- On-street parking bays that are only for residents and their visitors when a permit is displayed.
- On-street parking bays where businesses and their employees will be eligible to park when a permit is displayed.
- On-street parking bays, with a limit on the length of stay and, where appropriate, a charge for visitors to the area.
- Yellow line restrictions to:
  - improve visibility for motorists;
  - provide areas for vehicles to pass safely; or
  - assist pedestrians to safely cross roads.
- A car club scheme, which allows members to hire a vehicle, reducing car ownership and subsequent residential parking demand.

Further details regarding these options can be found within this leaflet.

#### Have your say

We would now like to have your views on:

- How the parking works at the moment;
- The initial proposals presented in this leaflet; and
- What ideas you have to improve the parking situation.

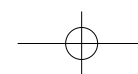
This consultation leaflet has been distributed to every property within the proposal area (overleaf) and within 50 metres of the boundary. Even if you do not drive or own a vehicle, the parking controls may affect you as a resident or business and any visitors you receive, so please respond if you can and urge your neighbours to do likewise. If you are a tenant, please inform your landlord of this consultation and encourage them to contribute.

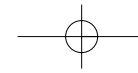
#### What are we hoping to achieve from this review?

- To better understand the local parking issues which affect everyone in your area;
- To gather information from local people which will help us further develop our ideas and the possible options; and
- To include the local community in the development of any proposals.

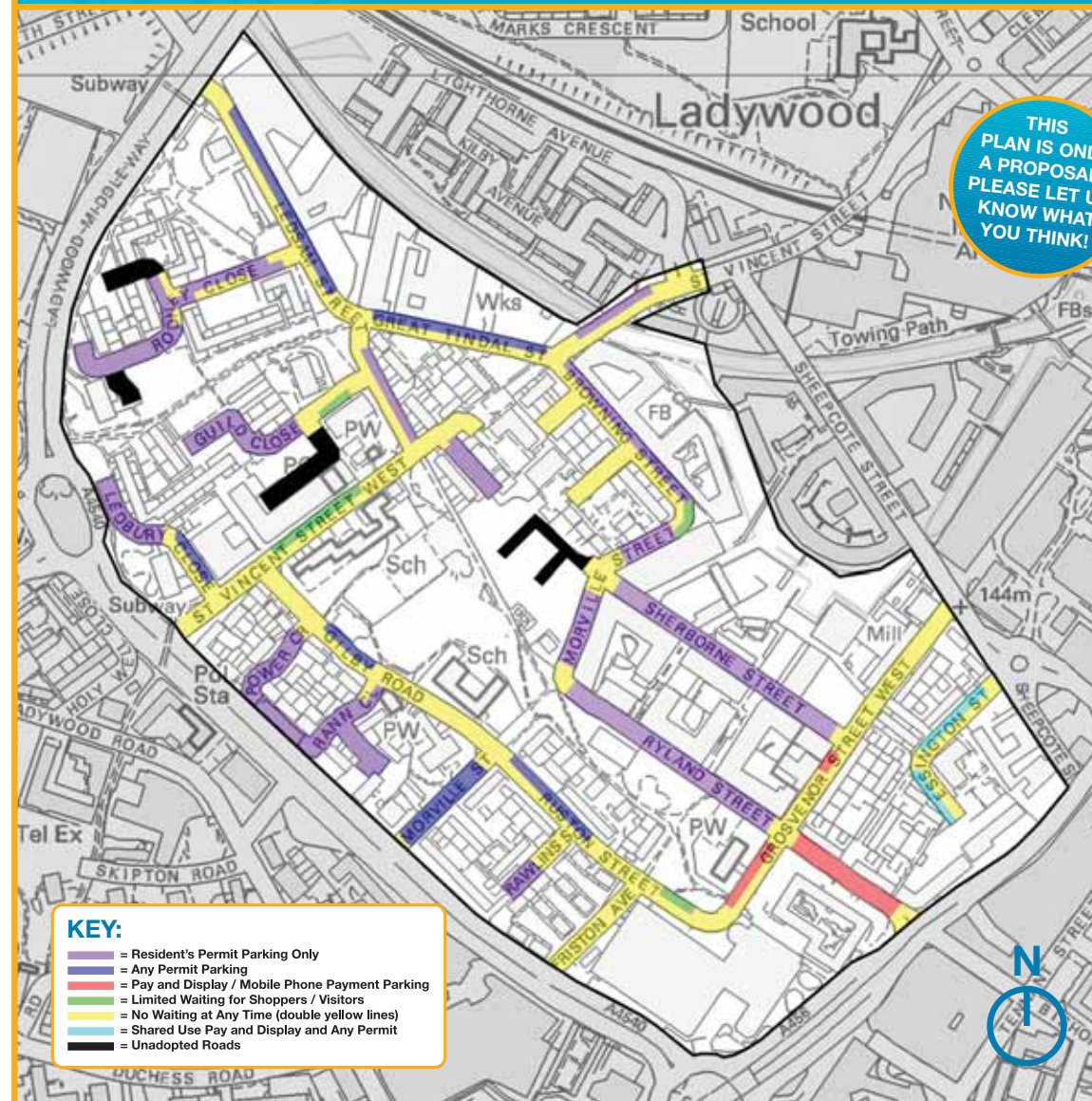
CENTRAL LADYWOOD ON-STREET PARKING REVIEW  
TRANSPORTATION STRATEGY  
FREEPOST NEA14876  
PO BOX 37  
BIRMINGHAM  
B4 7BR

For large print, Braille, audio or translation please phone 0121 464 5313. If you have difficulty hearing or speech difficulties, please call us via typetalk on 18001 0121 464 5313.





## MAP SHOWING THE EXTENT OF THE CENTRAL LADYWOOD PARKING REVIEW AND THE INITIAL PARKING PROPOSALS



The map opposite shows an indicative scheme design which we feel could work to improve parking in the Central Ladywood area. However, we really want to hear your ideas and comments.

### Permit Parking

Areas of on-street parking would be designated for use by permit holders during the operational hours. Parking would only be allowed by vehicles that display a valid permit for which there would be a charge (please see the FAQ on the back of this leaflet). Any other vehicle would not be able to park in these areas, making it more likely for permit holders to be able to park conveniently.

Residents with a vehicle(s) registered at an address within the proposed zone boundary or employees/employers with a business or place of work within the zone boundary would be entitled to apply for a permit. Residents would also be able to purchase single day 'visitor permits' which could be displayed to allow their visitors to also use the bays.

There would be no bays or spaces allocated to any individual permit or property. Whilst permit holders would not be guaranteed a place to park, it is likely that it would be easier to find a space.

The number of permits issued would also be monitored and it may be necessary to consider limiting the number of permits each property could apply to purchase. However this is not something that would be determined at this stage.

Types of permit referred to on the plan are:

**RESIDENTS' PERMIT PARKING ONLY**  
Any vehicle displaying a residents' permit or residents' visitor permit could park.

**ANY PERMIT PARKING**  
Any vehicle displaying a valid permit, including residents' permits, visitor permits and business permits could park.

Further information on permit parking, including the current charges for permits, is provided in the FAQs on the back of this leaflet.

### Visitor Parking

Two parking options will be provided for visitors to the area:

**LIMITED STAY PARKING**  
Marked bays would be provided with a restriction on how long each vehicle can stay during operational hours.

Map data © Crown Copyright 2013. All Rights Reserved.  
BCC License Number 100021326.

**PAY AND DISPLAY/MOBILE PHONE PAYMENT**  
Closer to the Broad Street area, shoppers and visitors would be charged for the length of time they wish to park their vehicle.

These provisions should encourage a greater turnover of vehicles, meaning spaces become available more frequently, making it easier to find a parking space.

The maximum length of stay would be set to provide reasonable time for visitors to complete all the activities they wish to do.

### Yellow Line Restrictions

Should a scheme go forward, a full assessment of the area will be carried out. As part of this assessment we will identify where there is a need to introduce either single yellow lines that would be operational at certain times and/or days or double yellow lines that would be operational 24 hours a day, every day. These will take into consideration junction protections, safety access, vehicle passing points and reducing congestion.

### Car Clubs

The City Council supports the use of car clubs as an alternative to private car ownership. Members would have the ability to hire cars for a short period of time (usually for a few hours). As a part of the review, we would look to promote car clubs in the area, with a view to reducing parking demand by giving people alternatives to owning cars, without the problems associated with owning, parking and insuring a car.

If a car club bay were to be introduced in the area, it would be essential for the club to provide vehicles which produce low emissions, are safe and are of high quality. For more information, visit [www.citycarclub.co.uk](http://www.citycarclub.co.uk)

### Other Bay Designations

The review will also consider the need for specific types of parking (blue badge bays, loading bays, taxi ranks, motorcycle bays, police bays, etc.), as appropriate.

### Unadopted Roads

As unadopted roads are not part of the public highway, it is not the Council's responsibility to introduce and manage parking controls in these areas. However, if the management company/agent would like assistance on how to address any parking issues, we may be able to help if they respond to this questionnaire.

Please read and consider the information contained on the leaflet before answering the questions below. Alternatively you can respond online at: [www.birmingham.gov.uk/centralladywoodparking](http://www.birmingham.gov.uk/centralladywoodparking)

### Your Name (optional):

First name:

Surname:

Your address and postcode (within the area):

### Are you: (please tick any which apply)

- Home Owner (living in your property)?  
 Tenant (renting a property)?  
 Landlord (not living at property)?  
 Employer with premises in the area?

If you ticked **Home Owner, Tenant or Landlord**, please start at question 1 (Q1). If you ticked **Employer** please start at question 5 (Q5).

### Questions for Home Owners, Tenants and Landlords

Q1. How many people aged 17+ live at your address?

- 0  1  2  3  4  5 or more

Q2. How many vehicles are there in your household?

- 0  1  2  3  4  5 or more

Q3. Do you think there is a parking problem in your street? (Please tick one option)

- Yes  No (Please go to Q7)

Q4. If you answered Yes to Q3, do you think any of the following contribute towards the problem? (Please tick any which apply)

- Residents own too many vehicles  
 Visitors / shoppers park on-street  
 Local workers park on-street  
 Vehicles parked by commuters or visitors making onward trips to final destinations outside the Central Ladywood area  
 Vehicles park in locations which cause problems for other motorists to pass safely  
 Vehicles park in locations which cause problems with visibility at junctions  
 Vehicles park in locations which affect pedestrians and cyclists  
 Other (please provide further information in Q12)

Home Owners, Tenants Landlords please go to Q7.

### Questions for Businesses / Employers

Q5. Do you think there are parking problems in Central Ladywood which impact on your business? (please tick one option)

- Yes  No (Please go to Q7)

Q6. If you answered Yes to Q5, do you think any of the following contribute towards the problem? (please tick any which apply)

- Not enough parking for visitors  
 Not enough parking for workers  
 Restrictions do not allow visitors to park for long enough  
 Not enough disabled parking  
 Restrictions do not allow sufficient loading/unloading when it is most required  
 Other (please provide further information in Q12)

### Questions to be answered by Everybody

Q7. If parking controls were introduced, which days of the week do you think would be most appropriate for controls to apply? (Please tick one option)

- Monday - Friday  Monday - Saturday  
 7 days of the week  Other (please use space below)

Q8. If parking controls were introduced, what do you think would be the most appropriate operating hours? Outside of these hours the restrictions would not apply. (Please tick one option)

- A short period during the day which stops all day parking (e.g. 11am - 12 noon)  
 All Day (e.g. 8am - 6pm)  
 All Day + Evenings (e.g. 8am - 10pm)  
 Other (please use space below)

Q9. Would you be in favour of a scheme similar to that proposed on the map opposite which would aim to address the parking issues in your area? Please note there would be a charge for permits - see information in leaflet. (Please tick one option)

- Yes  No

Q10. If you answered No to Q9 but a neighbouring road(s) were in favour of a permit parking scheme, would you then wish to be included in a scheme in order to avoid the possibility of parking displacing from those roads onto yours?

- Yes  No

Q11. If you answered Yes to Q3 or Q5 and No to Q9, what do you think could be done to address the parking problem?

Blank space for response to Q11.

Q12. Please use the blank space below (add additional sheets or email comments if required) to provide us with any additional comments or information about parking anywhere in Central Ladywood which you think is important for us to consider. e.g. information on the operation of any current controls, the causes of your parking problems, etc? Please be as specific as you can and state locations where possible.

Blank space for response to Q12.

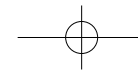
**Thank you for taking the time to respond.**

**WHAT TO DO NEXT:**  
Detach and return the questionnaire to us by FREEPOST before

**5<sup>TH</sup> APRIL 2013.**

PLEASE NOTE: Any information supplied will be stored in accordance with the Data Protection Act 1998. Information supplied will be used solely by Birmingham City Council and Atkins Limited as part of this public consultation exercise.

moisten here



# **Appendix C. On-Street Parking Review Letter to Lighthorne and Kilby Residents**



Dear Sir/Madam,

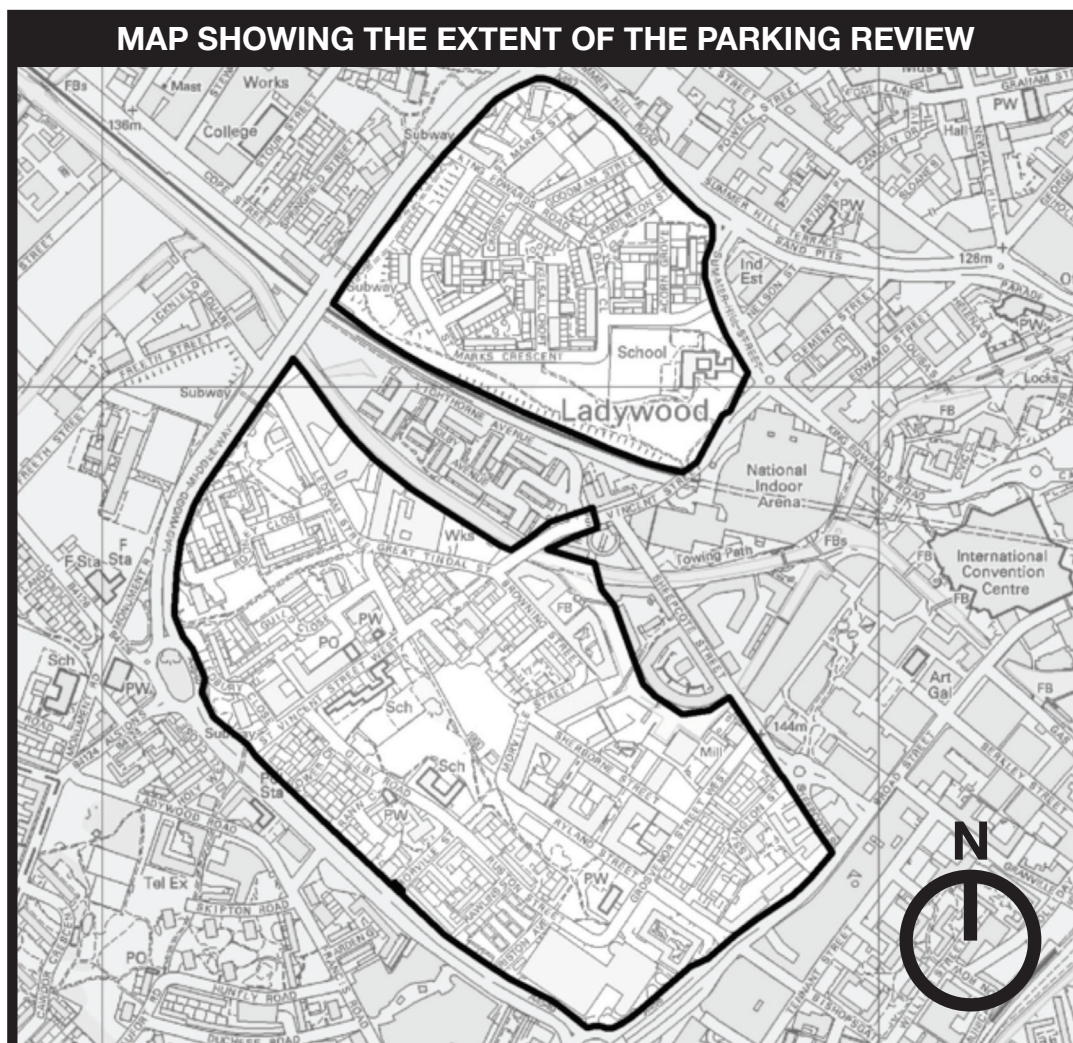
## CONSULTATION ON THE PRINCIPLE OF INTRODUCING RESIDENTS' PARKING IN THE ST. MARKS AND CENTRAL LADYWOOD AREAS

I am writing to inform you about two consultations that are happening as part of a review of on-street parking in the St. Marks and Central Ladywood areas. Due to parking pressures within these areas, the Council is consulting on the possible introduction of residents' only parking in some areas. We have carried out on-street parking surveys in the area, which have shown that there are reasonably high levels of on-street parking by non-residents and this creates problems for local people.

The consultations will give residents and businesses of St. Marks and Central Ladywood the opportunity to make comments and suggest ideas about the possible introduction of residents' parking schemes in their areas.

Residents' parking schemes are areas where on-street parking is available to residents' only at certain times through on-street parking controls. This helps to control parking by non-residents, such as commuters. The implications of introducing residents' parking are that residents within the area need to have a permit to demonstrate that they are entitled to park within the area when the controls operate. Anyone without a permit is liable to receive a Penalty Charge Notice. Currently the Council charges £15 for a first permit and £30 for any subsequent permits issued.

The areas we are consulting on the principle of residents' parking are shown on the map below. All residents and businesses within the two boundaries have received a leaflet and questionnaire. The answers to this questionnaire will tell us if there is support for new parking controls and, if so, what sort of scheme would be preferred.



Map data © Crown Copyright 2013. All Rights Reserved. BCC License Number 100021326.

CONTINUED...

The details of how any schemes in these areas would operate (e.g. days of the week, times of day etc.) have not yet been decided, but possible options include providing areas of resident only parking or and some other permit parking (e.g for local workers) with other parking provision for visitors and shoppers.

### **Kilby & Lighthorne Avenues**

Whilst we feel that residents' parking could be appropriate for some of the roads across the wider Central Ladywood and St. Marks areas and we are consulting on this, we are less clear about what would be appropriate for and would be supported by residents in Kilby & Lighthorne Avenues. This is due to various parking controls such as yellow lines already in place and the limited access into the area. One of the issues we need to consider is the potential for parking to displace if e.g. a residents' parking scheme were to be introduced in the surrounding areas.

We have not proposed a particular solution such as residents' parking for Kilby & Lighthorne Avenues at this stage but would welcome your views on what problems you experience and what action you think would be appropriate e.g. would you wish to be included in a residents' parking scheme? We would be very grateful for your views and feedback.

Please send your comments to one of the following:

- Letter addressed to:  
St. Marks and Central Ladywood Parking Review  
Transportation Strategy  
Freepost NEA14876  
PO Box 37  
Birmingham  
B4 7BR
- Email: [parkingconsult@birmingham.gov.uk](mailto:parkingconsult@birmingham.gov.uk)
- Telephone: 0121 483 6174

Please include your address and postcode on any correspondence as this will help us to determine geographical trends.

Further information is available online at [www.birmingham.gov.uk/stmarksparking](http://www.birmingham.gov.uk/stmarksparking) and [www.birmingham.gov.uk/centralladywoodparking](http://www.birmingham.gov.uk/centralladywoodparking).

Comments for the consultations on the St. Marks and Central Ladywood reviews will be accepted until 5 April 2013.

Once we have considered your responses we will be in touch again to look at how we intend to proceed.

Yours sincerely,



David Harris  
Projects Leader, Transportation Policy  
Birmingham City Council

---

**PLEASE NOTE:**

Any information supplied will be stored in accordance with the Data Protection Act 1998. Information supplied will be used solely by Birmingham City Council and Atkins Limited as part of this public consultation exercise.



# Appendix D. On-Street Parking Review

## Letter to Shylton Croft Residents

### Residents

Dear Sir/Madam,

#### CONSULTATION ON THE PRINCIPLE OF INTRODUCING RESIDENTS' PARKING IN THE ST. MARKS AND CENTRAL LADYWOOD AREAS

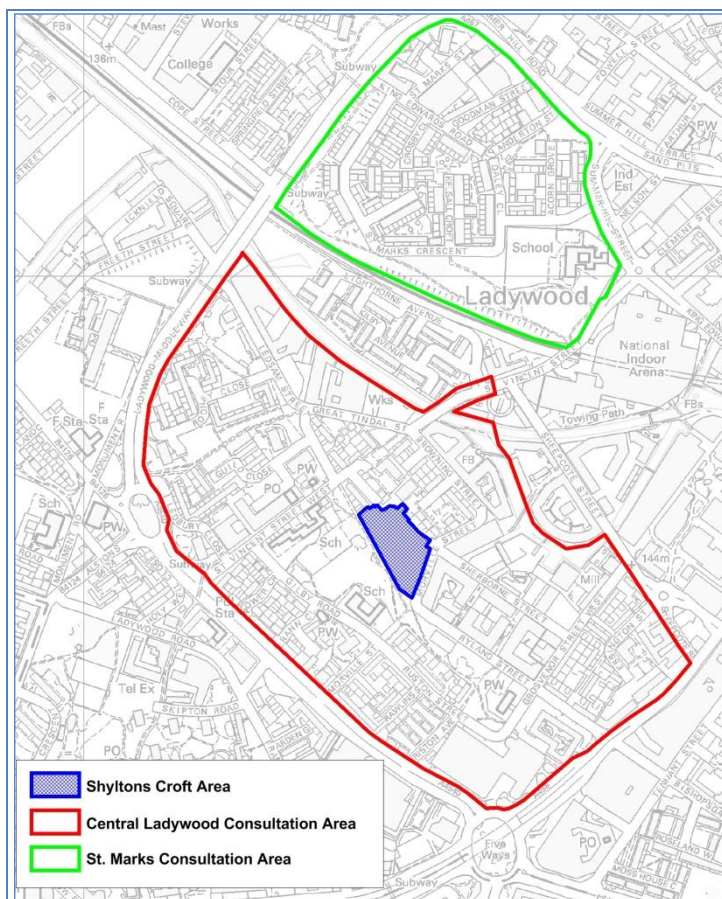
I am writing to inform you about two consultations that are happening as part of a review of on-street parking in the St Marks and Central Ladywood areas. Due to parking pressures within these areas, the Council is consulting on the possible introduction of residents' only parking in some areas. We have carried out on-street parking surveys in the area, which have shown that there are reasonably high levels of on-street parking by non-residents and this can create problems for local people.

Residents' parking schemes are areas where on-street parking is available to residents' only at certain times, through on-street parking controls. This helps to control parking by non-residents, such as commuters. Introducing residents' parking means that residents within the area need to have a permit to demonstrate that they are entitled to park within the area when the controls operate. Anyone without a permit is liable to receive a Penalty Charge Notice.

The areas we are consulting on the principle of residents' parking are shown on the map overleaf. All residents and businesses within the two boundaries have received a leaflet and questionnaire. The answers to this questionnaire will tell us if there is support for new parking controls and, if so, what sort of scheme would be preferred.

The details of how any schemes in these areas would operate (e.g. days of the week, times of day etc.) have not yet been decided, but possible options include providing areas of resident only parking and some other permit parking (e.g for local workers) with other parking provision for visitors and shoppers.

#### Map of consultation areas:



## **Shyltons Croft and Graston Close**

As you will be aware, it is proposed that no waiting at anytime restrictions are introduced to prohibit on-street parking on Shyltons Croft and Graston Close together with a small section of parking limited to 2 hours (weekdays between 9am and 5pm) on Graston Close. These restrictions are intended to address concerns with regard to inconsiderate parking creating problems for access in the area and they will also prevent all day parking by non-residents.

We do not believe therefore that there is a need to consider any additional changes to the arrangements being proposed for these roads and therefore we have not directly included Shyltons Croft and Graston Close in the consultation. However, I have attached a copy of the consultation document being circulated to properties across the Central Ladywood area for information as a courtesy.

That said; we would still be happy to receive any comments or views about parking in the wider area should you wish to respond. Please use one of the contact addresses below.

St Mark's and Central Ladywood Parking Review  
Transportation Strategy  
Freepost NEA14876  
PO Box 37  
Birmingham  
B4 7BR


- Email to [parkingconsult@birmingham.gov.uk](mailto:parkingconsult@birmingham.gov.uk)
- Telephone to: 0121 483 6174

Please include your address and postcode on any correspondence as this will help us to determine geographical trends.

Further information regarding the consultations is available online at [www.birmingham.gov.uk/stmarksparking](http://www.birmingham.gov.uk/stmarksparking) and [www.birmingham.gov.uk/centralladywoodparking](http://www.birmingham.gov.uk/centralladywoodparking).

Comments for the consultations on the St Mark's and Central Ladywood reviews will be accepted until 5 April 2013.

Yours Sincerely



David Harris  
Projects Leader, Transportation Policy

Birmingham City Council

PLEASE NOTE: Any information supplied will be stored in accordance with the Data Protection Act 1998. Information supplied will be used solely by Birmingham City Council and Atkins Limited as part of this public consultation exercise.



# Appendix E. Key issues by road


Street Name	Respondents Comments	Theme
Ashton Croft	<ul style="list-style-type: none"> <li>The only issue is when council vehicles park here (from NO) without permission.</li> <li>There are issues at times by people parking on the road outside my home.</li> <li>Drivers park outside the nursery and on the junction with St Vincent Street West</li> <li>Parking controls are not necessary.</li> </ul>	<ul style="list-style-type: none"> <li>Commuter/Visitor and Shopper (non-resident)</li> <li>Commuter/Visitor and Shopper (non-resident)</li> <li>Illegal/Inappropriate Parking</li> <li>Recommendation/Request</li> </ul>
Bellcroft	<ul style="list-style-type: none"> <li>There is nowhere to park in the street without obstructing one or more of the residents' parking spaces.</li> <li>The whole of Bellcroft should be covered by yellow line restrictions.</li> </ul>	<ul style="list-style-type: none"> <li>Commuter/Visitor and Shopper (non-resident)</li> <li>Recommendation/Request</li> </ul>
Broadfield Walk	<ul style="list-style-type: none"> <li>Current off street parking, which is for residents being used by commuters leaving no or little spaces for residents. Steps to stop them parking have failed as they have even vandalized the barriers put in place to keep them out. Has been raised with the council and local councillor. Restricting the parking on the streets will only work if the spaces the residents have allocated are protected.</li> </ul>	<ul style="list-style-type: none"> <li>Other</li> <li>Commuter/Visitor and Shopper (non-resident)</li> <li>Recommendation/Request</li> </ul>
Browning Street	<ul style="list-style-type: none"> <li>There is no parking problem on Browning Street.</li> <li>Widening the street would help.</li> <li>The problem is only caused Monday-Friday by workers on Broad Street parking there all day. All that is needed is parking controls for a short period Mon-Fri to stop this.</li> <li>Permits for "locals" should resolve this and prevent commuters using our residential areas as parking spaces.</li> <li>Extend limited parking in Ruston Street for collections from Tesco for 20 minutes. Make Essington Street 'pay and display' only and extend this in Grosvenor Street West.</li> </ul>	<ul style="list-style-type: none"> <li>Other</li> <li>Other</li> <li>Recommendation/Request</li> <li>Recommendation/Request</li> <li>Recommendation/Request</li> </ul>

Street Name	Respondents Comments	Theme
	<ul style="list-style-type: none"> <li>Prices quoted do seem reasonable which is good.</li> <li>Inconsiderately parked vehicles is also a major problem, i.e. parking too close to already parked vehicles, leaving them with no room to manoeuvre out.</li> <li>Illegally parked vehicles in Canal Square are highlighted by several respondents.</li> <li>Visitors to apartments should be allowed to park. City shoppers, workers and visitors to Brindley Place/Broad Street should not.</li> </ul>	<ul style="list-style-type: none"> <li>Other</li> <li>Illegal/Inappropriate Parking</li> <li>Illegal/Inappropriate Parking</li> <li>Recommendation/Request</li> </ul>
Canal Square	<ul style="list-style-type: none"> <li>Parking permits are an ideal solution. However, weekends should not include restrictions to allow friends and family to visit easily without permit.</li> <li>Ticket cars parked on Canal Square</li> <li>Bollards broken at entrance, allowing people to park.</li> </ul>	<ul style="list-style-type: none"> <li>Recommendation/Request</li> <li>Other</li> <li>Other</li> </ul>
Essington Street	<ul style="list-style-type: none"> <li>Electronic bollards in resident bays or kept gated.</li> <li>Essington Street has parking difficulties from 7am until 10pm due to workers in area parking here.</li> <li>Local business (Lycramobile) creates problems.</li> </ul>	<ul style="list-style-type: none"> <li>Other</li> <li>Commuter/Visitor and Shopper (non-resident)</li> <li>Commuter/Visitor and Shopper (non-resident)</li> </ul>
Grosvenor Street West	<ul style="list-style-type: none"> <li>Grosvenor Street West (lower part) is one way and there seems no reason for not having permitted parking there - (visitor permits for residents).</li> <li>People wholly or partially parking on footpaths.</li> <li>On Grosvenor Street West we get workers and visitors parking, so I would not mind paying for a permit if I know I will get a space.</li> </ul>	<ul style="list-style-type: none"> <li>Recommendation/Request</li> <li>Illegal/Inappropriate Parking</li> <li>Commuter/Visitor and Shopper (non-resident)</li> </ul>
Guild Close	<ul style="list-style-type: none"> <li>Cannot get a space after 9 o'clock in morning.</li> </ul>	<ul style="list-style-type: none"> <li>Commuter/Visitor and Shopper (non-resident)</li> </ul>
Ledbury Close	<ul style="list-style-type: none"> <li>Too many yellow lines.</li> </ul>	<ul style="list-style-type: none"> <li>Other</li> </ul>
Morville Street	<ul style="list-style-type: none"> <li>The main problem is due to people working in the area rather than residents. It is fairly easy to find parking after hours other than during the day.</li> </ul>	<ul style="list-style-type: none"> <li>Commuter/Visitor and Shopper (non-resident)</li> <li>Other</li> </ul>


Street Name	Respondents Comments	Theme
	<ul style="list-style-type: none"> <li>• There is no problem.</li> <li>• Lack of double yellow lines.</li> <li>• Increase enforcement.</li> <li>• Lack of parking restriction works well as it reduces the likelihood of fines and is better for visitors.</li> </ul>	<ul style="list-style-type: none"> <li>• Recommendation/Request</li> <li>• Other</li> <li>• Recommendation/Request</li> </ul>
Power Crescent	<ul style="list-style-type: none"> <li>• Double yellow lines or parking restrictions by passes or payment.</li> <li>• Commuters and local workers park inconsiderately which causes a problem to residents and pedestrians and a danger to emergency service vehicles if attending on the cul-de-sac.</li> <li>• Parking control introduced from 11am-12noon.</li> </ul>	<ul style="list-style-type: none"> <li>• Recommendation/Request</li> <li>• Commuter/Visitor and Shopper (non-resident)</li> <li>• Illegal/Inappropriate Parking</li> <li>• Recommendation/Request</li> </ul>
Rann Close	<ul style="list-style-type: none"> <li>• Put red lines on the areas needed.</li> <li>• The people in nearby offices park in these areas because they are free.</li> </ul>	<ul style="list-style-type: none"> <li>• Recommendation/Request</li> </ul>
Rawlins Street	<ul style="list-style-type: none"> <li>• Restricted parking for residents only (and visitors).</li> </ul>	<ul style="list-style-type: none"> <li>• Recommendation/Request</li> </ul>
Rodney Close	<ul style="list-style-type: none"> <li>• In agreement with the parking review.</li> <li>• Cars parking on pavement and double parking. Taxi, deliveries, emergency vehicles cannot get through to place need to get to. Council vehicles cannot get through to the bin area as cars park in front of the ramp. Each house should have a permit to park in the street.</li> <li>• We need more traffic wardens around the area and move vehicles blocking the roads.</li> <li>• One resident stated that she has a disability and requires around the clock care which, with the charges for visitor passes, he/she cannot afford.</li> <li>• There is no problem.</li> <li>• Parking problem is caused mainly by Birmingham City employers parking their cars when they come to work in Ledsam Street.</li> <li>• This parking should just be for residents.</li> <li>• By 7am the road is full until 5pm. It is not great for residents. Permits</li> </ul>	<ul style="list-style-type: none"> <li>• Other</li> <li>• Illegal/Inappropriate Parking</li> <li>• Recommendation/Request</li> <li>• Other</li> <li>• Recommendation/Request</li> <li>• Commuter/Visitor and Shopper (non-resident)</li> <li>• Recommendation/Request</li> <li>• Recommendation/Request</li> </ul>

Street Name	Respondents Comments	Theme
	<p>would be ideal but not if too expensive.</p>	
Ruston Street	<ul style="list-style-type: none"> <li>• Parking permits for residents. On-street parking bays residents only and their visitors. Business users to display permit for a limited time.</li> <li>• The public use Ruston Street and park badly. Should be residents only and appropriate fine in place for offenders and repeat offenders.</li> <li>• No parking problem.</li> <li>• Busiest period Monday to Friday between 8am and 5pm.</li> <li>• Parking spaces allocated, sign put up for residence only, have a permit per household.</li> <li>• Local workers park on street.</li> <li>• Cars block driveways and restrict access (including for ambulances).</li> </ul>	<ul style="list-style-type: none"> <li>• Recommendation/Request</li> <li>• Commuter/Visitor and Shopper (non-resident)</li> <li>• Recommendation/Request</li> <li>• Other</li> <li>• Recommendation/Request</li> <li>• Commuter Parking</li> <li>• Illegal/Inappropriate Parking</li> </ul>
Ryland Street	<ul style="list-style-type: none"> <li>• In favour of Resident Parking Permits.</li> <li>• Busy from 7am with Council employees looking for free parking throughout the day.</li> <li>• There is a parking problem from 7pm to 9pm - weekdays; Friday - Saturday (and Sunday) the problem is from 7pm to 3am or later (due to clubs on Broad Street).</li> <li>• Cars parked irregularly.</li> <li>• Signage and enforcement is needed.</li> <li>• Limited waiting for shoppers/visitors i.e. max 1hr, no return within 2hrs.</li> <li>• Congestion around Sherborne and Ryland Street is dangerous.</li> <li>• The problem is different for weekdays 7am-5pm, after 5pm and weekend. There are too many local worker cars on weekday in the morning and they don't leave until 5-6pm. On weekends i.e. Fri and Sat nights there are too many visitor cars from people who go to Broad Street and Brindley Place, NIA, Symphony Hall, Mailbox etc.</li> </ul>	<ul style="list-style-type: none"> <li>• Recommendation/Request</li> <li>• Commuter Parking</li> <li>• Visitor and Shopper (non-resident)</li> <li>• Commuter Parking</li> <li>• Recommendation/Request</li> <li>• Recommendation/Request</li> <li>• Other</li> <li>• Commuter/Visitor and Shopper (non-resident)</li> </ul>

Street Name	Respondents Comments	Theme
	<ul style="list-style-type: none"> <li>• People park on the pavements.</li> <li>• A number of vehicles park entirely on the pavement in an attempt to flout parking restrictions. They often completely block the pavement forcing pedestrians to walk in the road and make no room for pushchairs/wheelchairs.</li> <li>• Permits should be valid for 24 hours as opposed to one day so overnight visitors do not require two.</li> <li>• Concerns over permits being sold on.</li> </ul>  	<ul style="list-style-type: none"> <li>• Illegal/Inappropriate Parking</li> <li>• Illegal/Inappropriate Parking</li> <li>• Other</li> <li>• Other</li> </ul>
Sheepcote Street	<ul style="list-style-type: none"> <li>• There is no parking problem.</li> <li>• In favour of residents permits.</li> <li>• Chevron parking in Sherborne Street is dangerous and some cars ignore the one way system.</li> <li>• The busiest time is currently work hours 8am- 5pm (rather than 6pm) during weekdays.</li> <li>• It would be good for controls to be during this time during the week but not at weekends or evenings as the is not a problem at this time and it allows visitors to park.</li> <li>• Some yellow line restrictions in addition to the proposals.</li> </ul>	<ul style="list-style-type: none"> <li>• Recommendation/Request</li> <li>• Other</li> <li>• Recommendation/Request</li> <li>• Illegal/Inappropriate Parking</li> <li>• Other</li> <li>• Recommendation/Request</li> <li>• Recommendation/Request</li> </ul>

Street Name	Respondents Comments	Theme
<p>Sherborne Street</p>	<ul style="list-style-type: none"> <li>• Please introduce residents only parking in Sherborne Street ASAP.</li> <li>• Why not allow parking along at least one side of Grosvenor Street West? There's plenty of space for it.</li> <li>• A car club space would be good.</li> <li>• Ensure cars are not parked on pavement or close to bends, junctions.</li> <li>• 90% of people that park in the streets don't live there they queue up at 6.30 am waiting for residents to go to work so that they can park for free and walk to work.</li> <li>• There are lots of visitors or people which work locally park on Sherborne street and Ryland street and this means that some residents have no parking spaces sometimes.</li> <li>• People that work in the city park here as it is the nearest point to the city which is free to park all day.</li> <li>• It is absolutely crazy in the mornings between 7-9am with people who work in close vicinities such as Brindley Place/Five Ways who cruise along the streets looking for parking as they are reluctant to pay for parking everywhere else.</li> <li>• Stop people parking on pavements.</li> <li>• Mark the road with parking bays so that people park correctly, this should avoid people parking in a space big enough for two vehicles which in turn limits the number of spaces available.</li> <li>• The pavements are occasionally blocked by motorists parking on them, as a result of there being no spaces on the street.</li> </ul> 	<ul style="list-style-type: none"> <li>• Recommendation/Request</li> <li>• Recommendation/Request</li> <li>• Recommendation/Request</li> <li>• Illegal/Inappropriate Parking</li> <li>• Commuter/Visitor and Shopper (non-resident)</li> <li>• Commuter/Visitor and Shopper (non-resident)</li> <li>• Commuter/Visitor and Shopper (non-resident)</li> <li>• Commuter/Visitor and Shopper (non-resident)</li> <li>• Illegal/Inappropriate Parking</li> <li>• Recommendation/Request</li> <li>• Illegal/Inappropriate Parking</li> </ul>



Street Name	Respondents Comments	Theme
		
St Vincent Street West	<ul style="list-style-type: none"> <li>Vehicles block drives and park on footpaths.</li> <li>In favour permit scheme.</li> </ul>	<ul style="list-style-type: none"> <li>Commuter/Visitor and Shopper (non-resident)</li> <li>Recommendation/Request</li> </ul>
Grosvenor Street West	<ul style="list-style-type: none"> <li>No current problems.</li> </ul>	<ul style="list-style-type: none"> <li>Recommendation/Request</li> </ul>
Knoll Croft	<ul style="list-style-type: none"> <li>Short period controls confuse drivers and still does not reduce parking. People just move their cars around to avoid controls. (In favour of longer controls and permits.)</li> </ul>	<ul style="list-style-type: none"> <li>Recommendation/Request</li> </ul>
Ladycroft	<ul style="list-style-type: none"> <li>On my road too many houses not enough parking spaces for resident and visitors. Double yellow lines outside our homes which also make it very difficult to park.</li> </ul>	<ul style="list-style-type: none"> <li>Recommendation/Request</li> </ul>

**Liz Davison**

Atkins Consultancy Services  
Birmingham  
6<sup>th</sup> Floor  
The Axis  
10 Holliday Street  
Birmingham  
B1 1TF

**Tel. 0121 483 6174**

**Email: [liz.davison@atkinsglobal.com](mailto:liz.davison@atkinsglobal.com)**

© Atkins Ltd except where stated otherwise.

The Atkins logo, 'Carbon Critical Design' and the strapline  
'Plan Design Enable' are trademarks of Atkins Ltd.