

# Proposed Controlled Parking Zone Highgate

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## Consultation Results Report

Prepared by: Rob Bird, Principal Transport Delivery Officer, Birmingham City Council

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# 1 Introduction

Pollution in the air, mainly caused by vehicles on the roads, is having a harmful effect on the health of people living, working, and studying in the city.

Birmingham continues to take action. We have introduced a Clean Air Zone (CAZ) including all roads within the A4540 Middleway Ring Road (but not the Middleway itself). Drivers of the most polluting vehicles have to pay a daily charge to travel through the area covered by the zone. The hope is that people will choose not to pay this charge but will instead travel in another way, such as walking, cycling or use public transport.

## Birmingham Transport Plan

The plan contains a set of principles that will guide investment in transport so that it is able to serve a future Birmingham that is home to more people and that is a better environment in which to live and work for everyone irrespective of age, disability or income.

These measures are designed to:

- Reduce transport's damaging impact on the environment, supporting Birmingham's commitment to becoming a carbon neutral city by 2030
- Eliminate road danger particularly in residential areas.
- Connect people with new job and training opportunities.
- Reconnect communities by prioritising people over cars.
- Revitalise the city centre and local centres.

## Clean Air Zone additional measures – on-street parking

Additional schemes have been introduced throughout the Clean Air Zone to introduce parking controls on all streets to prevent anyone parking all day for free. The aim of these is to discourage people from driving into the Clean Air Zone and should make it easier for residents of the CAZ who have vehicles to park near to their homes.

Highgate is one of two remaining areas within the A4540 Ring Road that has yet to have Controlled Parking introduced.

We originally consulted with residents and businesses on our proposals for a Permit Parking Scheme for the Highgate Area in 2019. However, due to the outbreak of COVID-19, the implementation of the Controlled Parking Zone was delayed, enabling us to take on board the feedback gained from the original consultation and ensure it aligns with the latest version of the Birmingham Transport Plan.

## Highgate parking scheme.

In 2019 the proposed parking scheme was subject to the Statutory Process to introduce the necessary Traffic Regulation Order. In response to adverse comments that required further investigation the implementation of the scheme was deferred. There is a need to introduce some form of parking measures to support the wider aims of improving air quality across the city centre. Due to the length of time between the previous consultations it was felt that it would be appropriate to re-engage with the local community to share proposals and to gain further feedback by giving individuals and organisations the opportunity to comment. It was also acknowledged that there may be new residents and businesses that have come into the area and may not have been aware of the previous proposals. This includes social housing areas which were not included within the original public consultation exercise in 2019 but in the subsequent Traffic Regulation Order process in 2021, thus involving them from the start of this re-engagement process.

The premise behind both the 2019 and 2024 consultations was to provide the public in the Highgate with an opportunity to provide feedback on the proposals. Whilst the council will listen to all feedback and are prepared to make changes where necessary there are still important objectives that still need to be met.

On the mainly residential streets it is proposed to provide a resident permit scheme operating Monday to Saturday between 8am and 6pm. During these times only vehicles displaying a Highgate resident parking permit (or the appropriate visitor permit) would be allowed to park there. Only local residents will be able to apply for permits. The cost of one Highgate resident permit per property will be paid for by the council (using CAZ income) for the first two years, after which residents will have to purchase permits.

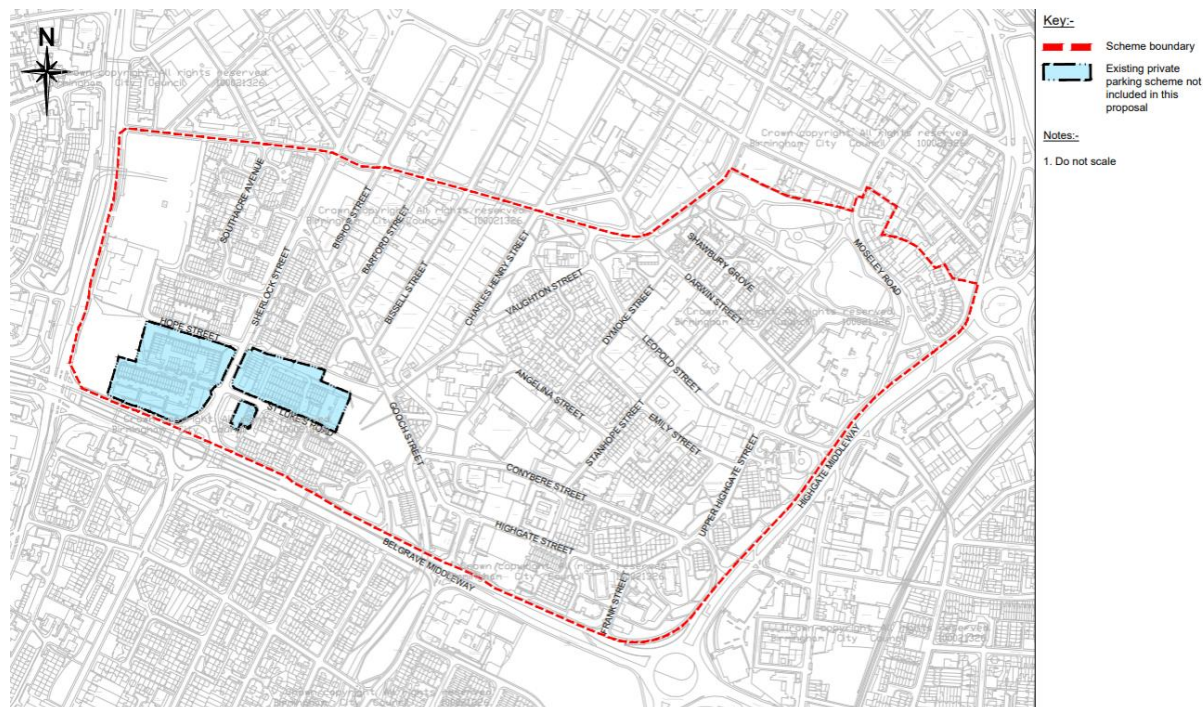
On other streets in the area where it is safe to park, paid-for parking bays would apply between 8am and 6pm with payment being required using a "Pay by Smartphone App" or similar. Business permits would be available to allow local workers to park in these pay & display bays, at a cost of £376.00 per year. (Subject to annual review)

Overnight, both resident parking spaces and "paid-for parking" bays would be freely available for anyone to use without cost.

Where it is not safe or to protect accesses or provide passage then parking would be prohibited (double yellow lines).

## 2 Response Rate

Letters and Plans for the proposals were delivered to a over 2,100 addresses from which the following identifiable responses were received:



Angelina Street	0	Ferndale Crescent	0	Pentland Croft	0
Barford Street	0	Frank Street	0	Salop Street	2
Barrow Walk	0	Gooch Street	0	Shawbury Grove	1
Berrington Walk	0	Hanwood Close	0	Sherlock Street	1
Bishop Street	0	Highgate Close	0	Southacre Avenue	1
Bissell Street	0	Highgate Street	1	Spooner Croft	0
Brinklow Tower	1	Hodnet Grove	0	St Lukes Road	1
Canberra Way	1	Hope Street	2	Stanhope Street	7
Canford Close	0	Horton Square	1	Stratford Place	0
Cantlow House	0	James Samuel Place	0	Sugden Grove	0
Charles Henry Street	0	Jinnah Close	13	Thomas Benson Place	1
Clissold Close	0	Ketley Croft	0	Upper Highgate Street	0
Conybere Street	2	Lawford Grove	0	Vaughton Street	3
Darwin Street	0	Leopold Street	1	Vaughton Street South	0
Dymoke Street	0	Moseley Road	0	Vere Street	0
Emily Street	6	Mowbray Street	1	Vernolds Croft	0
Eyton Croft	1	New Moseley Road	0	William Edward Street	0
				Others **	41

- \*\* Responses from individuals residing outside Highgate.
- 16 responses were from private residents.
- 18 responses were from local businesses.
- One additional response was received outside of the consultation period time frame.

## Highgate3 Engagement Process and Approach

A range of methods were used to publicise the consultation and different ways for people to engage were made available.

### Engagement Methods

- Leaflet Drop
- Information Packs at Highgate Post Office (Horton Square)
- BeHeard Online Presence
- Drop-In Sessions
- Additional Public Meeting

A leaflet drop was carried out to approximately 2,000 addresses throughout the Highgate area, by a specialist firm.

Information packs that were available at the Highgate Post Office in Horton Square.

The BeHeard consultation was available for anyone to complete and therefore people from outside the areas could go online and complete the survey.

It was acknowledged that this system could have been abused and could lead to the results being manipulated as a respondent could falsely claim to live within an area or complete the survey several times over. There was no evidence that this happened though.

Two “Drop-In Sessions” took place locally, and this gave BCC project staff the opportunity to engage with local residents and business leaders, to discuss the proposals and hear the concerns that the local population had about them.

Within the consultation pack of information available was a plan showing the proposals. These plans show what the scheme will look like when finished and shows a combination of existing and proposed measures. This is because lot of waiting restrictions already exist in the area, also a lot of the double yellow lines are required to protect access to properties, particularly businesses. Whilst this was the clearest way to show the information it is acknowledged that this may have generated a lot of concerns particularly with regards to lack of parking (see section 4).

In addition to consultation literature, two “Drop-In Sessions” took place at Stanhope Wellbeing Centre, Highgate on Thursday 14<sup>th</sup> March 2024. This provided BCC project staff the opportunity to engage with local residents and businesses, to discuss the proposals and gain valuable feedback. Highgate

Faith groups provided a strong level of input into the consultation process, particularly Birmingham Central Mosque and St Albans Church and Academy. The latter providing contributions from 29 respondents identifying a connection with St Albans, sharing their thoughts either by e-mail or online on BeHeard.

In There were also enquiries from the Ward Councillor, and the Mayor of the West Midlands on behalf of local residents, the congregation of St Albans Church and Birmingham Central Mosque for further information.

In addition to these standard forms of communication, a petition containing 1096 names was submitted by the Ward Councillor on behalf of the local faith groups in the area. A suitable response was sent by the Assistant Director, Transport & Connectivity on behalf of the Cabinet Member for Transportation.

The total number of respondents from outside the areas was just 5, and these were from people who live outside the area and commute into the area for work purposes.

## 4. Consultation Responses

This section shares the feedback from the 2024 consultation and also feedback from the 2019 consultation.

### 4a. 2024 Consultation

As outlined in section 3 of this report, the Public were invited to engage in the consultation in a variety of different ways. There was a strong response received from completed surveys (from paper copies and using the BeHeard Portal) and also from e-mails sent to the project team. A summary of responses received is provided in this section to give an overview of the issues raised.

#### Brinklow Tower

I am a social housing tenant like many others in Highgate. I CAN HAVE RENT ARREARS GAS ELECTRICITY ARREARS AND DONT HAVE ENOUGH MONEY FOR BASIC FOOD. Youve gone bankrupt and now you are trying to skin the people to fill your own pockets again. I can NOT AFFORD to pay for a parking permit. Even though you will pay for the first 2 years, what the hell am i supposed to do after that??? Have you seen the state of Highgate? It is a rundown filthy area with rats roaming the streets and rubbish on the streets. I will put this as a letter in writing, tomorrow i will use it in court against you if the need arises. Its bad enough you've made it a clean air zone. Again, i cannot afford this stupid permit. You don't deal with drug problems, prostitution problems with litter problems but you want to rinse us further.

#### Canberra Way

The residents of Canberra way and surrounding area have received the proposal for permit parking. We have noticed that it is not telling us the price of the permit. Could you please clarify the price. Many thanks.

#### Conybere Street

1. The cost implication would mean another expense that simply cannot be factored into a budget that is already stretched to capacity. As single mother raising three boys, with no other financial support, this would severely impact me in such a negative way. I already changed my car in November 2021 due to the clean air zone charges being introduced, which set me back in excess of £5,000 due to adding extra money on top to get an updated vehicle. I am also currently facing financial hardship with the cost-of-living crisis. This is unjust and the only reason I come to Highgate is to attend work and definitely not for leisure purposes, therefore, I would have no reason to come here if it wasn't for work. I cannot help the fact that I work in the zone, as when I first started my employment with the school, over 6-years ago now, there was no issue with parking or driving into the area. I'm not prepared to also catch public transport as I would not feel safe walking around this area, especially in the winter months. Furthermore, I suffer with arthritis that flares up really bad in winter and I have an ongoing knee injury that is triggered by excessive walking.

2. I am very disappointed in the Birmingham City Council for introducing a scheme that will be negatively impacting hard working individuals trying to make a living. I only come into the city centre to go to work at Ark St Albans Academy, therefore I should not be penalised for having to travel and park at work. The Birmingham city council is not considering the current cost of living crises that has already impacted thousands. I personally won't be able to afford this charge with the money I earn! I do not think it is fair as a Birmingham resident that the council are increasing charges to help them cover their own bankruptcy cost. Introducing parking chargers to an extremely deprived area is unfair, with no consideration of how local families, business and schools will be impacted. The area itself has increased crime rates with stabbings and



theft happening weekly. I would feel unsafe as a female if I had to travel to work using public transport. This charge will make me reconsider my current employer which potentially could impact my own mental health due to the financial stress and burden. This will also impact the students massively as most staff members drive and park outside the school, so if this is introduced teachers may also have to rethink their jobs. Birmingham city council needs to take some responsibility and put the people first, before their own financial gain.

### **Emily Street**

1. Parking should be free for residents and their visitors
2. No good for tenants or landlord people on small income
3. Bays will cause a lot of problems as we have a large family. The bays would be so inconvenient as my family depends on me to take them to hospitals, doctors, and health check-ups due to deteriorating health issues. With the clean air zone in place and the cost of living it would be next to impossible to operate in an area which is trying to introduce parking bays too. I find it ridiculous that the council is trying to isolate elderly family members with health issues from their family just so the council can exploit and make money from them. Just as the clean air zone is there to make money as paying a fee will let you in the area anyway so the environment doesn't matter. I am a carer, and it is impossible as it is to get around to care for the patient especially if you're a non-professional carer meaning I don't get any special benefits from the government to give proper care. I do that myself. So for the council to keep proposing more money making schemes to get themselves out of bankruptcy and our expense and people who are struggling to survive, I find that ridiculous and this proposal should not be going ahead.
4. Would request not to put Pays as this will cause a lot of issue for family. As I have health problems and no way of getting around without support from my family. So I am against the parking bays as no one will be able to visit or check up on me or be able to go to hospital appointments or check-ups.

### **Eyton Croft**

I think this a good idea and needs to be implemented asap. There are far too many cars in the area where people park their car and then disappear for the full day. Also there would have to be robust processes in place to ensure only residents who genuinely live in the area can apply for permits.

### **Highgate Street**

As a resident of Highgate of 42 years, I find the charges that have been proposed absolutely extortionate. In 2019, during a meeting at Stanhope Street, the initial proposed charges were £144 for an annual year permit and additional charges for permits for additional cars and for visitor passes. The new charges per car in a household and visitor passes have more than doubled. I find it deeply disturbing that families are being expected to pay such additional extortionate costs to keep a car in their household especially due to the current living crisis that we find ourselves in. The council has already raised the cost of our council tax and other bills. The additional proposed charges are neither sustainable, fair or affordable. We have already changed our cars at great cost to ourselves to meet the requirements of the CAZ. This will only put further financial strains on my family and other residents living in the area of Highgate. Due to this some family members and visitors have to incur additional charges to enter CAZ to visit which has had an impact on the ability of those who can afford to travel here. The additional charges to pay for parking need to be negotiated. The charges that are being

proposed for visitor passes for us as residents is not affordable. Additionally, as mentioned in the letter sent the prices may vary and change, where in fact they should be reduced from the outset. I am saddened that families living in the Highgate area are expected to pay such prices, considering our council is in turmoil and have been declared bankrupt. As a taxpayer, I feel asking residents to pay such an amount, can only lead me to believe that you are expecting residents to pick up the bill in years to come, how is this fair? I am strongly against the proposed charges for resident and visitor permits. The proposed charges that are due to be imposed on the residents of Highgate, should be reconsidered. If they are not this will force families under financial difficulty and strain. It is very unfair that such over inflated charges should be put forward to residents, who have lived here for most, if not all of their lives. I write this on behalf of all my family members and other residents of Highgate and urge the council to reconsider the charges they are putting forward for residential permit holders and visitor passes. These should be reduced to an amount that can be sustained, are fair and affordable.

### Hope Street

1. The council is aware of the illegal parking happening for more than a year on Hope Street and Vere Street because of the Bespoke construction workers. It has been reported multiple times to your dedicated channel but the council refuses to act - daily between 6am and 5pm there are more than a dozen private vehicles parked on double yellow lines on these 2 streets. They belong to the workers and are their private vehicles. It creates huge issues with deliveries, dust or mud, noise, destruction of roads. How can I trust the council that the proposed parking system will be reinforced when the council refuses to deal with flagrant law breaking happening for a year? The second is the illegal car racing happening on Sherlock Street, A4540/Belgrave Middleway and on Bristol street - there has been mentioned multiple times to the council but not a single measure was put in place in terms of traffic calming methods - and there are several. lastly, why is not the council working on tandem to improve green spaces while addressing parking and traffic? The council is aware how the Barratt development B5 destroyed large areas of green spaces and even now failed to produce the 330 new trees mentioned in the planning permission. I totally support your initiative especially as I'm directly affected but I doubt it will be properly reinforced. I also think is only part of the multiple measures needed in a cement-full city centre.
2. I hope you are well. I am one of the residents on Hope Street, which is part of the B5 central. I received the booklet through the door today regarding the proposed Highgate Parking Scheme 2024 and I have some questions. I understand the objective of this is to provide a cleaner air zone, by discouraging driving into the zone and ""make it easier for the residents of the CAZ. I understand the implication of this, as Digbeth has become an area of interest for development and with increasing visitors from outside of Birmingham. Understandably, having some form of traffic control is sensible. However, i feel such schemes, in particular to the Highgate parking, does not address the needs the current residents In particular, how the residents have to pay a permit just to park on their front door (after 2 years this has been implemented) during the day time. In addition, I noted there is a plan for the evening period, that the parking area will then become free for all to use. This can be particular problematic, as for the current residents, as they are likely to come back from their work and would need these spaces. I truly fail to see how this scheme would benefit the local residents with a financial price tag. I can see that there is a

financial incentive for the council to do this, given that visitors would just park in Highgate area, to avoid the high parking fees in the City centre. However, I feel that the implementation of such scheme should not be delivered at the cost of the local residents. I would try to use the link provided in the leaflet <http://birminghambeheard.org.uk/economy/highgateparking2024> ,but to no avail.

### **Horton Square**

I support these however you need to make sure enforcement happens

### **Jinnah Close**

1. I strongly feel that parking for residents is needed as non-residents park on our road and create chaos and obstructs the bin collection vans to enter and the other worry is if there is ever an emergency, then the Fire Brigade & ambulances would encounter problems to enter Jinnah Close. Huge inconvenience for the residents.

2. At least 15 cars parked in Jinnah Drive not belonging to residents. Jinnah Close is a private Road. If they decide to charge residents after 2 years this will be unfair. Chaos on the road. Bin men complaining and have said they won't come. Safety issue if an ambulance etc to come on the road. Residents can't get through being delayed at work because I can't, and others can't get through. Clear obstructions on every side. Danger for pedestrians. Some cars side mirrors have been smashed. Residents parking permits needed.

3. This is a private Road so the council should display a sign to say that it is a private road so non-residents cannot enter in to park their cars.

4. The cost of the permit is far too expensive! Jinnah close is a narrow street and the bin men already find it difficult to navigate. How will permit bays be marked as the road is too narrow to allow everyone to have a space. Is Jinnah close a private road? Residents of Jinnah close are paying the price for CAZ unfairly. Already some companies won't come into the zone because of the extra charge or we have to pay the delivery charges. Friends and family with non compliant cars can't visit because there will be no permit for them or they have to pay CAZ. This just all adds to the increasing social isolation of Highgate residents at the hands of Bham city Council poorly thought-out plans. It should be FREE residents only parking in Jinnah Close!"

5. Although our street comes within inner city, it's a cul-de-sac to a cul-de-sac.

Only people who are residents and any service people and/or delivery come to Jinnah Close.

Guests occasionally come to visit mostly in weekends or after work.

I don't think restricting parking and metering our street will be of any noticeable benefit to the city council but will bring lots of inconvenience to us residents.

Best regards"

6. Outside cars should not be allowed to park for long periods of time. Households should not have to pay for parking themselves. That's not fair.

7. I would request that you make our close which is In fact a close off another close , residential parking only . I am abundantly against having to pay for residential parking permits. It's ludicrous to suggest that it's in any way fair to have to pay to park our own vehicles outside our own home. When we bought our home over 15 years ago this wasn't the case so what right does the council think it has to come in now enforcing new rules that didn't / don't exist.

8. I profoundly reject the notion of the proposed changes to make this area of mine requiring parking permits. I am concerned of the impact this will have on businesses in the local area impacting on clients attending to them, family members visiting me and the negative impact that this will have on my local religious institutions (Birmingham Central Mosque) and Church (St Albans) as this will deter worshippers attending to their religious duties and expectations. If the council wishes to enforce parking regulations, then it should utilise current systems to manage this like enforcing unsafe parking, increasing/extending double yellow lines on the road and recruiting more traffic officers. I'm summary, I am completely against the enforcement of parking restrictions in my area.

9. The parking permit is too expensive for working parents and working people like us. We just can't afford to pay another £300 per year on top of every has gone up from council tax, water, energy, food etc.

10. There should be a sign to say resident only parking to deter other people to park on our road. We are already struggling with hardship so we should be allowed to park our cars on our road anywhere we want, we should not be made to pay for permit, it's very harsh.

11. I don't want Highgate permit parking to be applied.

12. My husband and I rely on our children to support us and imposing this restriction will cause considerable financial burden and it is unfair to place this on us as residence.

13. This is a reminder that basically the residents are NOT happy and are objecting to the resident permit parking scheme. Residents received the letter much later than the published date (as a leaflet), and some residents did NOT receive it at all, and some could NOT even pick it up from the Post Office, as there were none left to be collected. Some never received the Birmingham City Council Letter dated 20 FEB 2024 (either by Post or from the Post Office). Just to be simple and fair, at least ALL residents, in the Highgate area, should have received it addressed to themselves and by post, should have had the chance to submit objections/feedback for the consultation equally (24 RESPONSES only by 14 June 2021 for residents of 13 roads and 5 tower blocks min.). Basically, some sort of deterrent for non-residents to park is needed, NOT long-time residents to park in front their own houses. As mentioned before some sort ""Residents Access ONLY"" / ""Residents ONLY"" signs will satisfy the residents as this is how it actually was when they bought the property they have been living in, now, for a considerable period of time (37 years approx.). To be specific residents are objecting to the permit ONLY Parking for residents in Jinnah Close.

### **Leopold Street**

The business is already struggling due to ULEZ charges. We cannot afford to pay for parking charges in this area. We would like to object to any Parking charges introduced in this area.

**Mowbray Street**

We usually park our cars on Hope Street. Most of the cars parked on Hope Street belong to residents. Making Hope Street a cashless parking zone will severely affect most of the residents of the B5 development. I would propose that Hope Street become a resident only parking area. The proposed amount of £299 & £360 per year is a lot more than I was expecting and in view of current cost of living prices will be a huge burden on my family.

**Salop Street**

1. I don't think it is viable for residents to pay to park outside their property or on the same road they live in. even after 2 years it is another way Birmingham city council want to make more money on property owners if so are they scraping road tax as you are taxing us to park our own vehicle outside our property and we already pay road tax we will not pay for tax to park outside our own property because you need to make money we get nothing out of it unless you are making deducted parking for each residents

2. The only people that should be charged are people that don't live in the area I will not pay to park outside my home no residents should ever pay to park outside their home.

**Shawbury Grove**

I don't agree with charging me to park in front of my house, i have lived here 27 years with my children who still live with me, it's very unfair that they would need to pay to park their cars just to be able to get home. Residents of the area should not need to pay for this.

**Sherlock Street**

Please can you confirm that residents of Nye House will be eligible to apply for a resident/visitor permit. Whilst I have a permit for my own vehicle to park in Fox/Nye House Car Park my elderly mother visits regularly and she is driven to my house by her friend and I also require the assistance of a friend to ensure that my dog is looked after whilst I am at work.

**Southacre Avenue**

Parking in my area has been a struggle. Many times, I got a ticket for not have a space. Having a residential parking will definitely resolve all the issue we have regarding parking. There's does not need for residents to pay for parking bays. Should be free.

**St Lukes Road**

I think this is a money-making scheme in already cost of living crises, now residents have to allow for permits for having a car after a year. This is not going to work. Please leave as is we have no issues.

**Stanhope Street**

1. It is not necessary as Stanhope Street and the surrounding area is not busy. There is no high pollution. Not a sensible boundary. Public Transport is poor. Only one charging point (only in Curry's Car Park) Is the permit for household or for specific car attached to household? This 8am - 6pm Cannot park there when i come home from work.

2. I understand the reason behind this but its unfair for residents that have lived in this area for over 60yrs - i was made to sell my non-compliant car to buy a compliant car for 10K for the clean air zone but now you want me to pay even more to park my car on my own road?! This is totally unacceptable & unfair for hard working families who are already struggling with inflation plus 20% increase?!! If you propose this scheme i demand residents are given permit's for free with no extra charge as this is extortion & due to the council negligence & incompetence the residents cannot be made to pay for the council mistakes & fleece them to recover money - maybe the people at the top need to take a good look at themselves & sacrifice there 6 figure salary or resign in order to save the council money - this is totally unacceptable, a scam & a shambles of a idea which is truly out of order..!

3. Firstly, I understand the importance of reducing pollution and greenhouse gas emissions: before ordination I researched long term climatic change and taught environmental geochemistry. However, as vicar of Highgate of I have number of concerns about the Highgate Permit Parking Scheme. As a resident, my observation is that Highgate is not a high traffic area and improvements in air quality by implementing this scheme are likely to be negligible. There is not a substantive parking problem, the only parking problems in the area arise from a failure to enforce the existing parking restrictions. Public transport links to the area are not sufficient and therefore many people have no alternative to using a car. As a member of the Highgate Interfaith Group, I am also concerned about the impact of the proposed Highgate Permit Parking Scheme on the faith communities that meet in the area. Many members of our congregations travel to worship in Highgate and public transport is not good enough to provide a viable alternative to cars. In particular, more than 3,000 worshipers attend the Central Mosque on Friday, and for churches the public transport on Sunday morning is limited. Further, elderly members of our congregations can find public transport difficult to use. Paying for parking in the Highgate Permit Parking Scheme will be by a phone app, some our congregations find accessing technology difficult. The parking charges amount to a tax on faith communities. In addition, while there is a large amount of resident only parking there is insufficient public parking available in the Highgate Permit Parking Scheme. There is also a Church of England Secondary school, Ark St Alban's Academy, in Highgate. This church school has a majority of Muslim students and fosters understanding between faiths. There is insufficient parking space for all members of staff on site and so some staff need to park on Conybere and Stanhope streets: they will have to pay for parking under the parking scheme. Anything that makes it difficult to recruit or retain staff at the academy will have a detrimental impact on the young adults of Highgate."

4. Absolutely outrageous and scandalous. This is nothing more than day light, legalised robbery of hard-working people who live in inner city areas and are already struggling to make ends meet. This in no way serves to help the environment except line the pockets of money grabbing people at the top. These plans need to be reconsidered as they are grossly unfair to the local residents. We have lived in this area for almost 50 years. We have already been forced to sell our existing cars to purchase newer CAZ compliant cars and now face being penalised again for parking in front of our very own house which we have owned for many years. There is no scope for building a driveway for our cars and therefore under the current plans we face paying £600 a year for parking our cars and more as each year goes on. Charging non-residents and businesses I can just about understand , and this alone will drastically help to clean up the environment . Scrap these plans and be fair to local hard-working people! This is a complete joke to charge residents when we are already struggling to pay our rent and had to change my car to upgrade it so I don't have to pay daily charges.

5. It is extremely difficult with the amount of outgoing costs I am already paying and you are proposing these parking charges for residents. This is unbearable and would put me and my family into great financial difficulty more than I am already in. Please reconsider and don't make us suffer more than we are suffering.

6. The area of Stanhope Street Highgate does not need this implementation in this area. There is no high traffic in this area. My concerns will not affect your decision as this has already been made. If you check the area yourself, you will see. We were ignored when we went to a meeting at Stanhope Hall. No one came to speak to us regarding this decided action. I would like to discuss this matter about.

7. How can this be a consultation if you have already decided to do it? I was against the scheme from the start. The scheme is devaluing property prices, and unless you have a marked bay outside your property designated for your use only, then you may have to park streets away from your property, plus the price you are asking is way too high, half that price would be extortionate, you wasted residents' money on IT and wages not on us so STOP taking it out on us for YOUR mistakes. I reside in Stanhope Street.

### **Thomas Benson Place**

I am frankly very concerned about the proposals; due to the impact it will have on residents. Contrary to popular belief, there are a lot of people who work part time or full time that live in Highgate. In a cost-of-living crisis, has consideration been given to how families will afford the cost of parking permits. Like myself, some use their cars in order to get to work. I use my car while at work to do home visits, so keeping my car off the road is not an option. Travelling by bus/train to work is not an option for everyone. I have a long-term health condition which impacts on my capacity to cope with public transport. Birmingham City Council is going ahead with the proposals, no matter our views. So, at the very least, consider paying for our permits for at least 5 years. Highgate is one of the poorest areas in Birmingham, so how do you expect people to afford £300 plus parking permits. These plans are just part of the agenda to eventually gentrify Highgate by 'pricing' people out of the area, extending the city centre and eventually 'razing' Highgate to the ground, by knocking down all the 'older' accommodation, in the name of regeneration. It is following the same trajectory as Ladywood. Highgate will become an area of luxury apartments for the middle class. When I visited the drop-in session at Stanhope Centre on 14th March 2024, one of the reasons given for controlled parking is to stop people from parking their cars in Highgate and going into town. I think it would be fair to say, that the part of Highgate that I live in, no-one would want to leave their car and walk into town. I suspect that this may be the experience of those living in the new developments, but it isn't ours. I object to your proposal to charge us for parking permits, but my voice will not be heard as I live in Highgate. When I studied Sociology, we explored the concept that 'the poor pay more'. Birmingham City Council is making sure that this is the case.

### **Vaughton Street**

1. People park their cars all day and walk to city centre. Also, people work in factories nearby and park all day. It will help to have meters or some sort of permits for the residents.

2. Why can't Vaughton Street be permanent residence parking as well as Jinnah Close, as our road is a dead end? If it is because of the shops, then why can't some 20 mins parking bays be put at the bottom of Leopard Street, where the old number 49 bus stop bay was. Therefore, allowing access to the shop. This would then allow Vaughton Street to be residential 24/7. This would help stop the local garages filling

up all the spaces at the end of our road with their cars awaiting repair for days on end, which has an impact on people living in Bradford Tower. I feel 8am-6pm is not long enough for restricted parking as people work all sort of odd shift patterns these days.

3. Vaughton Street to be included as residential parking only.

## **Others**

### **On behalf of Birmingham Central Mosque (direct & via lobbying) (2)**

1. Birmingham Central Mosque is a religious place, where on Friday prayer we have about 3000 people. Basically Even for Eid, Taraweh, Jummah, Janazas or Nikahs. Additionally, Marriage events, Shariah Council and/or evening school.

2. I am writing on behalf of Birmingham Central Mosque in Highgate, which falls within the proposed area of the Controlled Parking Zone for Birmingham Highgate. We are deeply concerned about the very real and damaging impact this proposal will have on the large number of people, from all over Birmingham, who use the Mosque on a regular and daily basis for their spiritual activities, individual problems and also on significant occasions such as Friday congregational prayers, Eid Prayers, large funeral gatherings, community meetings and other community events. The mosque is one of Birmingham's iconic buildings and has a very high footfall from all over Birmingham, being the first and largest mosque in the

city. Many of our congregation travel by car and have done so for decades. However, our car park can only accommodate 120 cars. The following figures will give you an idea of the degree to which the mosque is attended:

- 2 Eid prayers in the year, about 20,000 worshippers attend on each Eid
- Regular attendance Friday Prayer 3000+
- Around 200 funeral prayers at the Mosque that take place regularly throughout the year; some are large with more than 1000 people attending, and anything between 300-500 is normal.
- We also have occasional large religious gatherings, such as a recent international speaker, which attracted an attendance of 3000 people.
- For the five regular daily prayers, we have a few hundred worshippers; some are local, but many come by car. It is not realistic to expect them to pay every time they come to the prayer and are unable to find a space in the car park.

For many of our users, attending the mosque provides them with a source of spiritual and social interaction, helping to counteract loneliness, depression and both physical and mental illness. Many of our users and worshippers are elderly or may have disabilities, so public transport is often not a viable alternative for them. Others use cars as the most practical way of bringing families to the mosque. For many users, the affordability of regularly paying for parking in the Controlled Parking Zone for Birmingham will be problematic. We need to carefully consider whether all these users are expected to have access to a parking permit and, if not, will they have to pay if they want to pray at this mosque and use its vital services, upon which they depend. It is evident that this scheme, if implemented, will have a devastating effect on the ability of the mosque to provide services because of the inaccessibility caused by the Controlled Parking Zone for Birmingham Highgate. It would be no exaggeration to say that it will



have a crippling effect on the mosque. We are unaware of any Equality impact assessment, particularly under one of nine characteristics - Religion and Belief, that has taken place prior to the consultation, as we have not been consulted on it or been given the opportunity to discuss the proposals before they were drawn up. We would be grateful if you could share with us any Equality impact assessments you have done for this scheme. We urgently request a meeting with you to discuss our concerns about the

Controlled Parking Zone for Birmingham Highgate. We would be grateful if you could please arrange a meeting to discuss this matter as soon as possible. Furthermore, we would like to invite you to the mosque on Friday at prayer time, for you to witness things for yourself and thereafter discuss the impact of the scheme on the Mosque, its congregation and the other large numbers of people that it serves throughout the year. The Highgate Interfaith group is fully supportive of our concerns.

### **On behalf of St Albans Parish Church (direct & via lobbying) (23)**

The proposals provide no space for funeral hearses or wedding cars around the church, a shockingly insensitive and inhumane omission. They also surround the church with 'no waiting' and 'residents only' parking bays. A significant proportion of the congregation travel from outside the area on Sunday morning due to St Alban's unique liturgical and musical tradition. The inadequacy of public transport in much of Birmingham on Sunday morning, and the age and health of some members of the congregation, makes travel by car essential for many people who attend St Alban's. No parking provision on Sundays would leave the church in an impossible position and threaten its future.

1. No provision is made for funeral hearses or wedding cars waiting outside the church door.
  2. St Alban's unique liturgical and musical tradition attracts congregation from a large area. Public transport is not adequate to provide a viable alternative to cars on Sunday morning. Many of these people are older and some have health conditions. Paid parking every Sunday amounts to a very considerable additional expense over the course of a year and will inevitably discourage people from regular attendance at St Alban's. Since a significant proportion of the congregation travel to St Alban's from outside the area, this could threaten the future of the church. (\*Will\* almost certainly threaten the future of the church.) Cashless parking payments also discriminate against those who struggle with technology and are unrealistic for them.
  3. Traffic in the area is not heavy at weekends, and improvements in air quality and road safety would be negligible. The suspicion is inevitably that worshippers at the various churches in Highgate on Sunday morning and at the mosque on Friday late afternoon are being milked to raise revenue, in the wake of the gross incompetence which led to the council's current state of bankruptcy. This amounts to a stealth tax on religious attendance; the reasons given for it are dishonest, and as such morally odious.
2. I personally think this scheme is totally wrong for this area of Birmingham. There are many residents who possibly cannot afford these permit charges living in as socially deprived area. Most residents probably relying on food banks and on Universal Credit and will also affect the community hub in the area where social activities and meals provided for local residents. The plan proposed is confusing and downright ridiculous. This small area is not going to pollute Birmingham. Must forget this money grabbing costly concern. I am in the choir of St Albans Church, Highgate, and would like to continue my work at St Albans. It will put parishioners off coming to the church because of costly parking charges. The church warden has to travel into the church every day or even at night in emergencies. It is peoples

love and dedication for Saint Albans which a beautiful building. Sometimes there are concerts in the building and also professional groups i.e. BBC Singers who do regular recordings because of the marvellous acoustics of the interior of the church. I will be heartbroken to see this wonderful monument to faith land up bang empty and cold going to waste and the wonderful, dedicated people that keep this place of worship going. My partner's ashes now live in this building. He was a former member of the choir. Forget these plans! I would consider performing a solo song recital which I am planning and would very much like to have an audience. I will get no-one coming and may have to consider going online."

3. I am surprised BCC finds it is necessary to restrict parking. When I visit at the weekends there is always plenty of room to park. From Conybere Street along Stanhope Street to Angelina Street there are never any cars parked. There seems to be some ambiguity as to whether or not blue badges can be used. If the proposals are implemented problems would be caused for people attending funerals and heritage open days and the many concerts held at the church. For many disabled and elderly people, the use of public transport to church (St Albans and Highgate Baptist Church) is not an option as they are some distance from the bus routes.

4. Website ignores needs of disabled in cars. Consultation - BCC Staff not really familiar with scheme. There is no real problem with parking in this area - certainly not used by commuters to city centre. Sat/Sunday - Area is deserted - why have restrictions? I regularly visit Conybere Street / Stanhope Street - Hardly anyone parks there - Empty (Weekends) Unable to ascertain position of blue badge holders - consultation handout / Council website do not agree with each other - Consultation person was unable to clarify. To sum up: There is no justification for parking restrictions on Sat/Sunday. Should be Mon/Friday only. If introduced as it stands, there will be serious implications for the elderly and for faith communities within the area (there are several) Public transport within the area is poor.

5. Stanhope Street outside St Albans Church [on both sides] is relatively quiet even during the day. On Sundays between 10 -15 cars are parked by the church - parking is never a problem. Occasional funerals and special services also take place during the week. Again, parking is never a problem at present. Does the scheme apply on Sunday in Stanhope Street? If so, why? It won't help parking in the area and will make it very difficult for the church congregation, many of whom are elderly/disabled and are brought to church.

I am 80 years old and have a disabled wife who is a blue badge holder and we have to rely on our own transport. We cannot use public transport poor as it is in Highgate. We attend St Alban the Martyr Church in Conybere Street every Sunday. There is never any problem parking close to the church. On a typical Sunday, Stanhope Street outside the church and on the other side of the road is free from parked cars. This also applies further down the street. The same applies to adjacent Conybere Street. Parking is not a problem at the weekend and there is no evidence of commuters or shoppers parking in the area and walking to the city centre. The proposals will restrict parking to:

1. Residents who can afford to pay £300 for a permit. [This in one of the poorest parts of Birmingham.]
2. Paid for parking bays using a smartphone. [I doubt if I am the only senior citizen who doesn't have a smart phone.]

Use of blue badges not allowed in zone. I am surprised and disappointed at this. Where else does this apply?

- The consultation document states that these measures are designed to:

- Reduce transport's damaging impact on the environment.
- Eliminate road danger.
- Connect people with new jobs.
- Reconnect communities by prioritising people over cars.
- Revitalise the city centre and local centres.

With respect to the planners, I don't believe that controlled parking on a Sunday in Highgate will in any way help to achieve any of these aims. I am also mindful that the original proposals back in I think, 2019 were only proposed to apply Mon/Sat. I have studied the Controlled Parking Scheme for Highgate very carefully and I can see no justification for controlled parking being implemented on Sundays in Highgate. It is unlikely to achieve any of the stated aims and will cause serious problems for faith groups and others in the area. Please, please can controlled parking on a Sunday be looked at again.

6. Guidance on use of Blue Badges is different between handout at consultation and BCC website. I do hope I can continue to use my blue badge to park outside St Albans Church in Stanhope Street. I would question the need for the scheme to operate on Sat/Sun. Parking in the area is not a problem then. Starting to be seen as a source of income rather than helping local people. It would have been helpful for large scale maps at the consultation to have shown yellow lines. I attend St Albans Church, Stanhope Street on Sundays. I attended the consultation held yesterday and received a copy of BCC notes entitled "A controlled parking zone for Birmingham Highgate". On the frequently asked questions page it states: blue badge holders will also need to display a valid permit to park etc. However, on BCC website under Highgate Parking Scheme dated Feb 2024 under parking proposals it states ""no charge for blue badge holders. As a blue badge holder, I would be grateful if you could clarify which is correct?

7. I and others need to attend St Albans church in Stanhope Rd for society meetings. at present we can park right outside the church because there are rarely any other parked cars. we need to park after 6pm when although parking will be permitted in theory in parking bays there will be extensive double yellow lines. If this hinders parking outside the church this will make it impossible for our group, composed largely of older persons to attend our society meetings. The Birmingham Anglo-French Society has met for years in the church hall. I wish to protest strongly against the proposed parking restrictions.

8. Ridiculous proposal. Adding more cost to people that work for the community there or live there. Adding more unbearable costs to basic everyday living. This is a greedy reach for the council in this area.

9. This plan seems to take account only of the needs of local residents and businesses. What about community organisations that have visitors who need to park? I attend meetings regularly at St Alban's Church. I would find almost impossible to get there if I was unable to park my car nearby, as there is no public transport I could use. I'm 79 years old and cannot walk far. Please ensure that free parking spaces are available in the evenings and at weekends. From an equalities/access point of view, it is vital that 'Pay by Smartphone App' is not the only method of paying for a parking space. Many older people like me do not use phone apps and would have no clue how to go about this.

10. The proposal will be the end of St Alban's, the church that I worship at and love! Where are we supposed to park when we attend mass every week. I want to express my concerns for the proposal highlighted above. As a regular worshipper at St Alban's, I need to park my car as I live in Bournville. Most of the people who attend St Alban's church do not live locally. It's such a special church, please do not sign its death warrant by putting double yellow lines in the streets outside. There are other groups

who meet there regularly too such as the Birmingham Anglo-French society. Members come from all over Birmingham and need to drive in due to a lack of public transport.

11. The restrictions and the need to pay for on street parking will apply 7 days a week, it will affect my church mates while most of them are elderly and disabled and limited the accessibility to the church of Saint Alban the Martyr. The choir service and rehearsal last for more than 3 hours, I hope the parking arrangement is not limiting accessibility, and bringing inconvenience to elderly and disabled who attend the church to seek for spirituality and peaceful mind.

12. As a regular user of Stanhope Street Church of St. Alban & St. Patrick, the area beyond the residences is essential for parking as there is no space inside the church grounds. Any restrictions would make attending any function very difficult if parking were not available, especially after 6p.m.

13. Parking restrictions would affect people attending services at St. Alban the Martyr church. Not all are residents in the area, and a number of attendees would not be able to use public transport, e.g., visitors from different parts of the country. Sundays could be covered by restricting daytime parking Monday to Friday, although that would not help weddings, funerals, other special services held during the week. Looking at the plan, the space allocated for hearse/wedding car seems inadequate, especially if there is more than one funeral car, and expecting people to pay for parking in order to attend religious services (of any faith) is very wrong. Leaving parking as it is would mean any funding saved by doing so could be used for more urgent needs - like housing, emergency services, NHS, education, etc. Money generated by paid parking spaces probably would not be sufficient to cover the outlay involved in this scheme.

14. The area of Conybere Street around the Church of St Alban and St Patrick is not presently particularly troubled by parking. Even less so on Sunday Morning. There are no residences local to this area. Please free the worshippers at the church and enable them to attend mass on Sunday and weekday evenings by allowing free parking Sundays and after 6:00 pm weekdays. If the restrictions are imposed in their present form, it will result in the closure of this outstanding church.

15. I attach a letter about the proposed parking restrictions around the Church of St Alban the Martyr on the corner of Conybere Street and Stanhope Street, including a copy of a letter from Cllr Jones sent in 2019 assuring me that variations requested at that time on behalf of the congregation of the church had been incorporated into the plans and that the scheme would not operate on Sundays. Unfortunately, it seems that the post-Covid version of the plans no longer includes some of the modifications that we were promised, so my letter again includes plans showing the changes that we are requesting around the church.

16. I am writing as a long-standing non-resident member of the congregation (and former Churchwarden) of the historic church of St Alban the Martyr, Stanhope Street, and, as such, I have been to some extent, a social actor, in the Highgate area, most of which lies within the Parish of St Alban's. The proposed draconian parking restrictions would have a devastating effect not only on St Alban's but on other places of worship and on social, commercial and educational bodies in the area. Before dealing with specific consequences, I must take issue with the claim in your 20/2/24 document that the proposed measures will.

"Reduce transport's damaging impact on the environment....." Any such effect would be very marginal as this is just not a heavily trafficked area. Any visit to the area will demonstrate this. Obviously less

traffic movement generates less pollution. “Eliminate road danger...”. Again, this is not an area of high vehicle use. There is little contact between vehicles or between vehicles and pedestrians. Are there any statistics that indicate otherwise?

“Connect people with...new opportunities.....” How on earth can this be done by restricting the ways in which people can enter the area?

“Reconnecting communities.” Which communities need reconnecting? None in Highgate, surely? And restricting movement between communities does the exact opposite of reconnecting.

“Revitalise...” Highgate might be said to be an Inner-City district, but it is by no means the City Centre., which would not be affected one way or the other. And how would your plans revitalize the local centre by effectively driving people away.? It just doesn’t make sense.

The points above relate to the area around St Alban’s church, an area bounded by (say) Belgrave Road, Highgate Middleway, the River Rea and Darwin Street. It is an area of mixed use, residential, institutional and some industrial and commercial use. It is not overparked or over-trafficked and is often quiet as a village. Though low-income and multi-ethnic, it is generally a harmonious area with low levels of crime and social tension. It is certainly not one riven by conflicts between cars and people, such as your document seems to suggest. This might be the case in other parts of the CAZ but not in this one.

Now to the specific case of the consequences of your proposals on the life and work of the parish church of St Alban the Martyr. As the parish church of Highgate, it has many connections, some very close, with other local institutions, particularly the very successful Ark St Alban’s Academy and the Stanhope Well-Being Hub. Both clergy and members of the congregation have played prominent and often decisive roles in their development and have been active in fostering good relations between institutions and different social and ethnic groups. St. Alban’s was founded as a mission church in a poor community and has kept much of that traditional role. As a result of historical developments and of demographic changes in the Highgate area, many of the congregation, most of whom are now elderly, travel into the parish from elsewhere in Birmingham. They do so not only to worship but to fulfil other roles relating to the church and the life of this socially deprived neighbourhood. Just as an example, my wife was for many years Minutes Secretary of the Trustees of St Alban’s School and then the Ark Academy, as well as being a hands-on supporter of many of the Academy’s extra-curricular activities. This involved frequent visits to Highgate. While not disabled, she has, as many older people have, mobility problems that preclude walking, cycling or taking a complicated 3 bus journey by public transport. The coming of the CAZ has meant that she had to give up much of this work. The proposed parking restrictions - particularly parking-by-app - will put an end to it altogether. There are other members of the congregation who act as good citizens and willingly give their time and spirit to help. It is against all sense of equity that they should be additionally penalized, on top of the CAZ charge, for doing so. I should add that the church is a significant historic building on a national and not only a local level. It receives many visits from architectural and applied art interest groups and from individuals from across the country, who visit on its own Open Days, on the national Heritage Open Days and during Birmingham Heritage Week. A recent very substantial grant from the Heritage Lottery Fund was made in large part to enhance the church’s visitor experience. But even before this work has been completed, the church has already lost some coach groups due to the CAZ charge for coaches. Is there now any provision proposed for coaches in the new parking plan? The church’s famous acoustic quality also means that it is often used for performances and recordings of classical music, particularly by the Royal Birmingham Conservatoire. It is one of the few venues outside the City Centre and the universities at

which this kind of cultural offering is made, often with no admission charge. Many of those performing and attending now stand to be again penalized and, in the end, this musical life will become unsustainable. A further point is that your proposal mandates that what parking will be possible only by mobile phone apps. This only adds salt to the wound. It is not realised quite how many people — and not all of them elderly — are either unable to use mobile phone apps and the like, or who are not confident about using them. I certainly am not. These parking apps are not yet completely reliable, as the City of Worcester found last year. There are so many instances throughout the country of people mistakenly believing they have paid by an app, only to be met by a £60 parking charge a month later. Being forced to risk paying in this way is yet another disincentive to people to visit Highgate either for work or for pleasure. So much for “revitalizing local centres”. The basic problem with your proposal is that does not reflect the facts on the Highgate ground. As I have noted above, this is a lightly trafficked and, thus, low-polluting, area of the city with no parking problem and no people-car antagonism. Nor is there any serious problem, as you suggest on the first page of your document of residents not being able to park “near their homes”. In this Highgate might not be typical of other CAZ districts. I’m sure your officers have visited the area and I’m surprised that these on-the-ground conditions in this particular area have not been formally noticed. I have no reason to question the professional integrity of your officers, but I do wonder whether this might be a case of people seeing what they expect to see — in this case a densely populated area with considerable traffic movement and high parking density. We are all subject to this from time to time — seeing what we expect to see. But we should be very careful when the decisions made on the basis of what we think we see will adversely affect the quality of the lives of others. I can appreciate that it would be easy to adopt a one size fits all parking regime throughout the CAZ but the facts are that different conditions prevail in different areas within the zone and these differences should be recognized when any new parking regime is instituted. Decisions made in these circumstances call for a degree of social sensitivity balanced, admittedly, with the need to implement public policy. This sensitivity to neighbourhood needs and conditions should, in the end, trump the attractions of cartographic and bureaucratic convenience. Please look again at this plan. As it will do hardly anything to further the aims of the CAZ and, taking all in all, it will do far more harm than good to the neighbourhood on which it is being imposed.

17. I have thoroughly read the proposal by the Birmingham City Council to place parking restrictions on the streets bordering St. Alban's Church, Conybere Street B12 0YH. I have lived in Birmingham for 14 years and attended this church many times, to sing in the choir. I am a retired opera singer, having sung all over central Europe. I provided the church with my recorded solos of sacred music for use during the broadcast services of the Covid lockdown. I do not charge the church for my rehearsals and performances because it is such a lovely experience to attend there. Also, this church is one of the most beautiful historical buildings in Birmingham. I consider the people of Birmingham quite privileged. Many of the people of the congregation at St. Alban's are elderly and/or disabled. I myself am 74 years old and have a blue badge for my car. The nearest bus stop to the church is far too far away for me to walk there and, as you would expect, it is not possible for me to ride a bicycle. On all the occasions I have come to the church to rehearse or sing, or attend a concert or a meeting, there has been sufficient parking on Stanhope Street for everyone. There are never any vehicles there that are not associated with people at the church.

It is surely obvious to everyone that the people who volunteer their time to keep the church organized, heated, cleaned, and preserved should not be charged to park next to the church to which they've devoted their time, for free, for many years.

A proposal to change parking that has worked well for many years, is not causing any obstruction, and enables many people to attend there somehow smacks a bit of greed or prejudice of opinion. Please, leave well enough alone and attend to the many, many other serious issues that the Birmingham City Council has on its plate at present.

18. I am very concerned and angry over the intended planning restrictions to be imposed in this area.

I attend St Albans church and have already had to ensure I have a compliant car that will allow me to enter the emissions zone without having to pay. And now you are adding to my driving burden by making me have to pay to park whilst attending services and events held at the church. In times when the cost of living is so high, inflation is high and job insecurity is high, you are intent on making us even more financially stretched? Making people walk, cycle or use public transport is totally discriminatory to the elderly, infirm, young families and to people who do not have their own transport. The council has not made any changes to the transport infrastructure in the area meaning that it is almost impossible to get close for times of services especially on Sundays and bank holidays when the buses are put on reduced service rotas. Does the council really want to shut down all social amenities in the city centre and force people to find alternative venues outside the city boundaries? Birmingham once led in the variety of performance types and venues but this action, along with many more that the council has made, will turn people away to Wolverhampton and Coventry.

My objections to this scheme:

- No provision has been made for disabled drivers / passengers outside the church.
- There are no free spaces for funeral cars and mourners.
- There is no free period to park in the area.
- Where are the free car parks that drivers could use when in the area?
- If parking in the area you have to have a smart phone to be able to pay the fee – many people do not have this so how do they get to pay? And many do not want a third-party organisation having card details which can be abused by the company holding the data or be hacked by others.
- Dissemination of the information has been very low key as many of the households are unaware of the impact of the scheme on their living in the area and many do not know of the steep cost to get a residents permit and guest permits. Who can afford £300 and £360 pounds (as I have been told)? This may well lead to them being socially isolated as friends will not want to pay to spend time in the area – however good a friend they are.
- Agreement to scheme, I have been told, took place in 2020 when peoples focus was on Covid matters. This feels a very underhand approach to have taken.
- What about the businesses in the areas who do not have onsite parking. Workers are not likely to have the means to pay for a permit and so the firms are likely to close.
- What about the teachers at the school, where are they to park and many will consider leaving if they have to add this cost to following in their chosen and valuable vocation.
- this will affect all the other religious institutions and their congregations. Again, is this what the council wants?

19. I wish to raise my concerns about the proposed future parking arrangements in Highgate. I am a resident of Kings Norton, but I belong to the congregation at the church of St Alban the Martyr, Conybere Street, where I have worshipped for the past 30+ years. I am currently a Churchwarden at St Alban's, meaning I have a good many other responsibilities that take me to the church at various times during the week. I also run the United Highgate Foodbank that is based at St Alban's. I regularly buy supplies from Booker and deliver them to the church. I am a Trustee of the St Alban's School Trustees and a Director/Trustee of Highgate Community Support Ltd. This last I support by co-hosting the Highgate Women's Group in the St Patrick's Room, our church hall, every Monday morning. It is a great pleasure to welcome ladies of all faiths and none into our church hall for craft, exercise, food, and supportive chat. I know that it is possible to travel to St Alban's. even on a Sunday morning, by the 47 bus, but that leaves a long walk up the hill, and the journey is long and tiring (I am 76). I simply could not deliver the food supplies, which are bulky and heavy, without a car. And I need my car for delivering some of the food bags that we fill on Sunday after our service. I have never had any difficulty in finding somewhere to park close to the church at any time during the week. But under the new regime you will expect me to undertake all this voluntary work and pay for parking. To have to pay to serve the local community seems extraordinary. And unnecessary when there isn't a competition for parking space at present.

I am concerned for some of our congregation who have mobility issues. I understand that BCC is proposing that blue badges will only be valid for local residents. This seems to be completely at odds with normal blue badge regulations. And I am concerned at the probable impact on staff at ARK St Alban's Academy (where my late husband was Chair of Governors): if finding a parking space means paying daily, then surely future staff recruitment will be very badly impacted. Again, I say: we don't have a parking crisis along Conybere and Stanhope Streets. Please don't create one! It may raise some money for the Council's coffers, but at the loss of well-functioning community activity and support for some of Birmingham's most disadvantaged.

20. I write in respect of the parking scheme. I am not a Birmingham resident; I am a frequent visitor, to friends, to hospital and other medical events, and, in respect of this communication, to church services, in particular at St Alban the Martyr, Conybere Street. Whilst I understand - and indeed support - the concept of discouraging people from driving into the city if there is a reasonable alternative, a scheme which prevents (your words) ""people parking all day for free"" will surely encourage them to move their cars at intervals and hence cause more pollution. A stationary parked car may cause congestion, but it does not pollute! As I understand it, it will not be possible to park for long enough to attend choir practice and the following church service (I am a visiting member of the choir; I have attended the church on and off for many years). It would be disappointing if it were made impossible to do this - from the plan attached to the website

[https://www.birminghambeheard.org.uk/economy/highgateparking2024/user\\_uploads/highgate-consultation-plan---extent-of-area-1.pdf](https://www.birminghambeheard.org.uk/economy/highgateparking2024/user_uploads/highgate-consultation-plan---extent-of-area-1.pdf) I cannot see any way of being able to attend. Perhaps I am mistaken, but it seems like yet another nail in the coffin of Church of England worship. I beg you to reconsider the scheme or consider provision for this - and similar activities.

21. I write in respect of the parking scheme. I am the Music Secretary at St Alban the Martyr, Conybere St. This Anglo-Catholic church with a fine musical tradition has an eclectic congregation that comes not just from the parish, but from elsewhere in Birmingham and indeed as far afield as Stafford, Bromsgrove, and Redditch, to my certain knowledge. I live in Harborne.



I have spoken with members of the choir, congregation, and parish; including the manageress of the Stanhope Well-Being Hub whose view is that the restrictions would be terminal to her organisation as it relies upon volunteers. The chilling effect on the voluntary sector in Highgate cannot be doubted. As I understand the current proposals, it will not be possible to park for long enough to attend choir practice and the following church service. It is an unnecessary tax on volunteers who attend during the week to look after the church. I cannot see why there should be restrictions on all 7 days, and when I attended the drop-in session on Thursday, 14 March 2024 I suggested to the BCC employees who were there that could be an exemption for Sundays. They said that would discriminate against those attending the Mosque. In which case my solution is that there should be no parking restriction from 12 noon on Fridays, until at 8 AM on Mondays. Friday prayers at the Mosque begin at 1 p.m., as I understand it. WE are not the only church affected by this. Westminster City Council in Pimlico, also an area where there are a lot of churches, has no restrictions on weekend parking from Friday afternoon to Monday morning. Separately and personally, as the holder of a blue badge, I am surprised to see no provision for disabled parking spaces, or non-resident blue badge parking in the residents parking areas, and in the parking meter areas. I know of at least 7 blue badge holders who attend the church regularly. If the double yellow lines allow 3-hour parking with a blue badge, that will not be enough time for anybody attending a choir rehearsal before a service. Blue badge holders cannot ride bicycles, walk, or cope on buses, even if there are buses that will get them to church for 9 AM on a Sunday morning. We are just about to enter Holy Week, when there are services on Thursday, Friday, Saturday, and Sunday all of which, together with choir rehearsals beforehand, last longer than 3 hours. This does seem to be yet another nail in the coffin of Church of England worship. I beg you to reconsider the scheme. In doing so please remember that singing and other communal activities are good for mental health, and that St Albans is an architectural jewel of Birmingham, has a fine tradition of continuing traditional Anglican/Anglo-Catholic music and worship, which is wholly dependent upon volunteers for the provision of the choir and the daily maintenance of the church and its services. Any requirement of RingGo to allow limitless non-resident blue badge parking needs to be a permanent requirement, ditto within the resident parking zones. Many of the elderly that I have spoken to do not use apps, so ""cashless payment parking bays"" is basically a way of preventing them from parking. Many of the local residents that I have spoken to cannot afford to pay to park where previously it was free. I cannot understand the reason for any restriction, but if it is to prevent people from parking here and then walking into the city centre, to their place of work, then there is no need to go further than 12 noon on a Friday. Unrestricted parking from then till 8 AM on a Monday would allow all faith groups at the Mosque and the various churches to be able to park without restriction. I cannot see that it can be justified on the basis that there are too many cars in the locality, because the streets around the church are usually deserted, except for when there are services at the churches and the Mosque. The CAZ has already dealt with any other potential justification. If it is to be suggested that people are going to come up to Stanhope Street from the apartment blocks now being built at the bottom end of Hurst Street, then I do not understand why the developers have not been required to make provision for multi-storey or other car parking locally to their developments. It surely cannot be that you intend to discriminate against people on the grounds of old age, disability, and Christian and other faith groups.

22. With regard to the proposed street plans for the area around St Albans the Martyr. As a visitor myself, I am deeply concerned that these plans may affect the ability for people, especially the elderly, some of whom have to travel several miles, to attend this wonderful church, which is already struggling to maintain its congregation. If the main concern, is to stop people who work in the city from parking in this area throughout the day, surely the simplest and most effective way to this, is to restrict parking

from early morning to midday. I have heard it suggested that this may be a low-cost solution, to create yet another lucrative stream of future revenue for the city council. I would very much like to think, that this is not the reason for this proposal.

23. My husband and I are very concerned about the Council's proposal to reduce the ability to park near St Alban's Church in Highgate. My husband is 88 and has a blue badge and I am 75 and we live in Redditch. We have been faithful worshippers and supporters of St Alban's for over 40 years. Provided my husband travels to St Alban's we should, personally, be able to park on double yellow lines (which is presumably what ""No parking at any time"" implies on the proposals) for up to 3 hours. We would be unable to come by public transport as my husband is unable to get on a bus or walk far. If we were not allowed to park on double yellow lines we would no longer be able to attend worship as we could not travel from Redditch only to find that there was no available cashless parking bay available close to church. We would have to turn round and go back home - not at all good for the environment! In fact we do not on principle pay for anything by phone like many older people. Discrimination in action!! There could well be legal appeals against the proposals. The proposed parking restrictions would cause major problems for those wishing to attend concerts, baptisms, weddings and funerals in numbers which could amount to 150. Not only that but there are many people who come to church during the week to carry out work or for meetings such as the Women's Group which meets weekly and is supported by Highgate Community Support Ltd. The nearby Stanhope Wellbeing Hub provides free meals and provides other charitable support which involves the help of volunteers who can't be expected to pay to help. The Hub's role will be at risk. Some of the staff of the church school, Ark St Alban's Academy, have to park on roads near the school for many daytime hours; does the Council really expect them to pay, probably making the recruitment and keeping of staff a major problem for the school? The school is very successful, partly due to the excellence of the staff; does the Council really want to be an indirect reason for the dropping of standards at the school and thereby reduce the achievements of the students partly because of inadequate staffing numbers. Surely the students deserve better! I feel that the Council should revisit the proposals and at the very least make provisions for exemptions. If there were heavy traffic in and around Stanhope Street I could perhaps make a start on understanding the

proposals but as I see it there is very little traffic, especially on Sundays. I should be very grateful if you would convey my opinions on the proposal to the Council for consideration.

#### **On behalf of Arc St Albans Academy (6)**

1. I work in the area at an academy, the academy does not have enough parking spaces for all staff to be able to park within the car park. this means the car park works on a first come first parked. leaving staff with no choice but to park on the main street near the school. Then the cost of making sure our cars can enter the clean air zone, its unacceptable asking us to pay for a parking permit when we work within the area we are not parking for leisure or to walk into the city Centre to work, I work at the school. As a female I would also not feel safe walking around the area during the winter months on my own. Also, with the recent carjacking and rise in knife crime, I most defiantly would not feel safe. The implications of being asked to pay for the permit would impact on my already restricted wages due to cost of living crisis, this is an unexpected cost. like being fined for having a job within the clean air zone. if this was enforced then I would have no other option but to look for work elsewhere. There are green spaces that could be turned into extra parking spaces.

2. We will struggle to attract employees and we will lose current employees at the school. This is disastrous.

3. The proposal for parking permits will disrupt colleagues including myself coming to work. We have access to the free road parking whilst we look after and teach children. Having permits placed means an extra cost to us working for under privileged children and taking that reward of coming to school away. It will determine whether i still work at the school or not.

4. I am a teacher, working at Ark St Alban's Academy. Current I have to park on Conybere Street as there is not enough parking spaces within the school carpark. Having to pay for parking will not be an option and would mean I would have to seek employment elsewhere. To avoid this, and other teacher's doing the same, is it possible to allocate either additional parking for the school or provide parking permits for staff who travel to work using a car/vehicle?"

5. Firstly I think it is an outrage that you are planning to charge local residents and employees in order to park their cars in the local area. Secondly, if you do proceed with this plan, then permits for residents need to be free indefinitely and permits (free) also need to be offered to local business so that their staff can continue to come to work.

6. The logic for introducing this scheme is flawed and is not supported by evidence. Since 2019 working practices have changed and fewer employees are working in the city centre on a regular basis. I park daily in the area as I teach at the school, there has been no discernible change in the number of cars or availability of parking spaces over the last 6/7 years. I see no evidence the clean air zone has resulted in people parking in the area and travelling into the centre by other means. This is simple revenue raising by the council, the proposed charges are extortionate for one of the most deprived communities in the city. For comparison I refer you to London borough of Lambeth's emissions based parking scheme: <https://www.lambeth.gov.uk/parking/emission-based-parking-charges/resident-parking-charges> . Introducing this scheme will make it harder for teachers to travel to work and harder to recruit teachers who want to serve the community. If the scheme goes ahead free or much reduced permits should be provided to teachers, doctors, etc. as is common with other schemes.

#### **On behalf of Samuel Heath & Sons Ltd (direct & via lobbying) (4)**

1. Following the email from Allan Andrews below I thought I would contact you directly regarding the proposed parking scheme in the Highgate area. This scheme was initially proposed some years ago and our previous HR manager objected at the time. When the proposal resurfaced this year, we tried to find out what had been submitted but did not get a reply (until a few days ago after the scheme had closed). We then contacted the Mayors office, hence Allan's email below. Following their advice, we also submitted a new objection to the scheme, albeit late as we had not had clarification at the time on whether our original objection was still on file (it has since been confirmed that it is).

However, as this scheme could have such a profound effect on our business and employees, I thought it prudent to contact you directly as well. I have set out the details of our objection below and hope that you are able to consider the details and perhaps arrange a meeting to discuss our objections in person.

We have been trying to contact someone regarding the Highgate Parking Scheme consultation but have not had a response. This scheme first surfaced a few years ago and we lodged an objection at the time

via our previous HR Manager, Alan Cogzell. We assumed that this objection was still lodged against the proposal but have been unable to verify this and have not had a reply to our enquiries from the council prior to the closure deadline. Therefore, we are now going to submit another objection and although this will technically miss the deadline, we expect that it will be taken into consideration due to the original objection being lodged and us not having had any replies to our queries before the deadline.

#### Objection to the scheme

- I am deeply troubled by the impact that the changes to parking around our factory will have. I estimate it is going to leave 16 employees, 12% of our workforce, with nowhere to park. Whilst I understand, and to a certain extent agree with, the push to travel to work in a greener way, it is not always easy for everyone and my fear is that we will lose skilled employees due to this change.
- That still leaves a further 25 employees who might be lucky enough to get a space, who will then have to pay £376 a year. Some will leave as a result.
- I cannot express in a sufficient manner by email how damaging this will be for our business.
- The specific issue relating to our objection are listed below:
- Restrictions start from 8am. Our workers start from 6.30am. They could turn up for work and find spaces taken by other people because it's free to park until 8am.
- Business permits are available but give us no guarantee of a space. Employees could buy an annual permit and then find nowhere to park. Cases of lateness will rise. We have a strict policy on lateness so that everyone knows where they stand, and making allowances for lack of parking will cause us issues.
- Employees currently park in areas which are soon to be designated "no parking" at all (purple below), particularly on Stanhope Street. There will be fewer spaces as a result, in an area where it is already difficult to find a space.
- An employee travelling from, say, Castle Bromwich, currently takes 25-30 minutes by car at 6am. That route by bus takes 60 minutes, with a change near Alum Rock and a walk of several blocks from Digbeth. Imagine that in the rain.
- I can guarantee that Samuel Heath will lose skilled employees because of this scheme and this change will set our business back. If we lose 8 people as a result, including in highly skilled roles. We might replace the less skilled roles in a few months, but we could lose the higher skilled roles for ever. Our lead times to customers go out as a result and we become less competitive. It could cost us hundreds of thousands in lost revenue (and less tax paid) as well as putting other jobs at risk. Future recruitment will also be made more difficult.
- It will become even more difficult to attract new talent into the business.
- I have estimated that the green lines around our factory amount to 25 available spaces but this level of detail is not available online Highgate Permit Parking Scheme 2024 - Birmingham City Council - Citizen Space ([birminghambeheard.org.uk](http://birminghambeheard.org.uk))
- We would appreciate you considering this objection and looking to stop or significantly modify the scheme to prevent potentially serious consequences on a long-standing local employer.

2. I am writing to you on behalf of Samuel Heath and Sons plc, a business with a 200-year history in Birmingham, concerning the impact of pending parking restrictions. Employees currently park in areas which are soon to be designated “no parking” at all, particularly on Stanhope Street. There will be fewer spaces as a result, in an area where it is already difficult to find a space. Business permits are available but give no guarantee of a space, meaning employees could buy an annual permit - which will be unaffordable to some - and then find nowhere to park.

The business has informed me that they estimate the changes are going to leave 16 employees, 12% of his workforce, with nowhere to park. Whilst they share my ambition to push travelling to work in a greener way, it is not always easy to do so, and the fear is that they will lose skilled employees due to this change. Further to this, that leaves a further 25 employees who might be lucky enough to get a space, who will then have to pay £376 a year. Some will leave as a result, having a detrimental effect on a local business and a committed business owner.

The business has proposed a solution which I would urge you to explore, suggesting that the area adjacent to their property (and on the north side of Stanhope Street) be reserved exclusively on a 24-hour basis for Samuel Heath. That would go part of the way to giving some employees reassurance, and you will get the revenue. Whilst I understand the changes are pending, I am keen to engage with you to explore if anything can be done to help the business. Whilst I understand the importance of making our city greener and parking restrictions play a part in this, I have a great deal of sympathy for a business owner who is trying to do right by his employees and to protect his long-standing business. I have encouraged the business to engage with their local Councillor and have introduced her to the business via email.

3. Could you please help. I believe our former HR officer made a submission as part of the consultation back in 2019. Unfortunately, I am unable to locate a copy at my end. Could you possibly email me a copy of the submission & also confirm if the consultation is now complete & when the new arrangements will come into effect.

4. I am writing in relation to the Birmingham Highgate Parking Scheme proposal on behalf of Samuel Heath. Samuel Heath is a factory based on Leopold Street and is impacted by the proposal which started back in 2019. Unfortunately, I was not part of Samuel Heath back in 2019, this would have been my predecessor. Please can you confirm if my predecessor put forward a response to the proposal on behalf of Samuel Heath and whether this has been taken into consideration.

There will be approx. 24 employees affected by the introduction of CAZ. This means each employee will be charged £40/week (ie 5x£8.00) to drive into work. In addition to this with the additional restrictions on free parking they plus a further approx 35 employees will be charged to park their car where previously there has been no charge. These costs are likely to impact on their earnings significantly. It is highly likely that certain employees will choose to seek alternative employment elsewhere outside the area. Samuel Heath & Sons has been manufacturing in the Highgate area for 200 years, employing many local people. It is bad enough for many of our employees to be subjected to the CAZ charges, but the impact of parking charges is surely a double whammy.

Why on earth is a parking scheme being brought into Highgate area where some of the poorest people in Birmingham live? Why don't you bring it in more wealthier areas? I hope you realise CO2 generated outside of the CAZ zone can be carried into the city centre by the wind. Plus, all the construction work is causing CO2 too! A ridiculous scheme that will only punish the poor.

#### **No address given (4)**

1. I have serious concerns with regards the proposed Parking restrictions proposed for Highgate. I have three main points to raise:

- Consultation. Much of the consultation period was in the month of Ramadhan. Given the demographics of the affected areas this has severely prejudiced the involvement of many those affected. The public event at Stanhope Hall on 14th March was during the month of Ramadhan and some of it overlapped the breaking of the fast. Muslims are much more busier during Ramadhan and time is of the essence especially with the shorter days. Again, this has disadvantaged a large number of affected people. The letter received about these proposals did not include the proposed pricing. This has also undoubtedly prejudiced the consultation as people are not made aware of the full impact of the proposal. Had they known of the cost of a permit undoubtedly more would have made their views known. As a result, I would ask that this public consultation taking place again with full information and at a time conducive to most residents affected.
- Pricing and impact on the vulnerable. The proposed cost of a permit is £299 for a resident. The fact it is subsidised fully for two years is relevant as it is still being charged. The key question is why residents in the most deprived ward are being charged a high amount. The £299 is more than the most expensive permits in London Boroughs of Newham and Waltham Forest (actual cost depends on emissions of the vehicle). How can one even consider charging more in Highgate than in the most deprived boroughs of London? I cannot understand the level of fees. What is the basis of this £299 per annum? This, for a typical Highgate resident is life-impacting. Are policy makers aware that this is one of the most deprived wards in the city? To say that it is consistent with the likes of the Jewellery Quarter is insulting where the demography is totally different to Highgate's current and ex social housing stock. To also claim it is to cover the administration of the scheme is also hard to believe. Can we see the costings behind this claim? In your anti-car fervour, you are seriously impacting the lives of the most vulnerable. Most people in Highgate need a car. There is no supermarket in the ward. There are many large families requiring a vehicle for basic amenities such as shopping. As such it is a stealth tax. I urge a review of the fee. If the CAZ can pay for the permit for 2 years, why can it not continue to pay? IF the argument is that CAZ revenues will decline as behaviours changes then that itself reduces the supposed need for a parking scheme. The recent CAZ scrappage scheme has also missed the mark. Those who are not on benefits do not qualify, but these are the most affected. These are hardworking people who are just about surviving and getting no help. Now they need to pay £299 per annum for what is a necessity for many in the area. I would ask that the permit fee is scrapped or heavily reduced to say £100.
- Need for such a scheme. I would question the need for such a resident scheme. Is there a parking problem that needs to be addressed? What new problem is the parking scheme attempting to solve? CAZ has been operating for nearly 3 years, is there an issue with parking that has been reported? I do not believe the rationale that it is the only area inside the CAZ without a scheme is sufficient reason for such a policy that will impact adversely on the vulnerable. There needs to be an evidence-based need for the scheme. I am copying this email to Cllr John Cotton who has pledged to protect the vulnerable and to Cllr Mosquito as the relevant Ward Member.

2. Why on earth is a parking scheme being brought into Highgate area where some of the poorest people in Birmingham live? Why don't you bring it in more wealthier areas? I hope you realise CO2 generated

outside of the CAZ zone can be carried into the city centre by the wind. Plus all the construction work is causing CO2 too! A ridiculous scheme that will only punish the poor.

3. Again like always decisions are being made and the Highgate residents don't seem to have a say. When the new road layout was done, we were ignored!! When the clean air zone came about, we were ignored, and now with the parking permits, WE ARE IGNORED. We may attend meetings, send emails, protest but everything is ignored, and the council still does what it wants. It seems we are living in a dictatorship. The whole Clean Air Zone thing is a total disgrace, like really!! Please explain how those cars that are supposedly NOT environmentally friendly, all of a sudden become SAFE, soon as someone pays to enter. TELL me how that is helping the environment? More like it's lining the councils' pockets, who still have managed to get BANKRUPT. NOW you want to charge residents to park their cars outside their homes??? It's not enough that council tax and everything else is going up, roads are full of potholes, wrecking our cars, costing us more money to fix them & you actually want us to pay for that privilege. All I can say is someone needs to be held accountable. The council should look at those in higher office and see where the money is being used if not stolen. STOP charging us little people for all your mistakes, we're just trying to survive and earn an honest living. I as well as 90% of the residents oppose the permit and think our voices should be heard. Prove that our voices matter and actually listen to us. Hope to be notified of final decision and reasons why decision was made.

4. Attended meeting at stanhope wellbeing hub and asked to speak to a big guy in glasses. He said he would come over to me and my mum but we was ignored and he spoke to others. In the end my mum of 83 could not wait any longer as she heard the man tell an asian couple that it will be done. Meaning it has already been decided. There is no high pollution, it is not a sensible boundary, the transport around here is poor. IS THIS permit for household or specific to the car attached to household. THIS 8-6PM PROPOSED NOT PARK THERE WHEN I COME TO MY MUMS. WHAT A SHAM MEETING WHERE YOU ARE NOT ALLOWED TO DISCUSS YOUR CONCERNS.

### **Ward Councillor (1)**

Many residents, members of the mosque and churches and local businesses, have expressed serious concerns, via email, letter, direct and indirect phone calls with regards the proposed parking restrictions for Highgate.

Before the requested meeting with the public, please ask your officers to provide a response to the questions and concerns raised below which can be circulated before that meeting.

1. Please provide, in accordance to our policy the full impact assessment of this proposal on the,

a) disabled,

b) low income and single parent families,

c) elderly,

d) carers paid and unpaid,

e) local businesses,

f) faith communities attending their services (including funerals) in Highgate

g) and the impact on the rich.

2. Please provide the evidence as to whether the impact assessment included the implications of a consultation period in the month of Ramadhan - given the demographics of the affected area.

"The public event at Stanhope Hall on 14th March was during the month of Ramadhan and some of it overlapped the breaking of the fast. Muslims are much more busier during Ramadhan and time is of the essence especially with the shorter days".

3. ""Why didn't the letter sent out about these proposals contain proposed pricing? If people had been made aware of the full impact of the proposal, the cost of the permit more would have made their views known.""

As a result, I support the public consultation taking place again with full information and at a time conducive to most residents affected.

4. Please explain why the proposed cost of a permit is so high at £299 for a resident in the most deprived ward ("The fact it is subsidised fully for two years is relevant as it is still being charged") Please provide the basis of this £299 per annum.

I am informed the £299 is more than the most expensive permits in London Boroughs of Newham and Waltham Forest (actual cost depends on emissions of the vehicle).

5. Therefore why is your department proposing to charge more in Highgate than in the most deprived boroughs of London?

I agree with residents who state "this is life-impacting for a typical Highgate resident".

6. Did the impact assessment address the fact that this is one of the most deprived wards in the city. The area and demography is not the same as the Jewellery Quarter and includes social and ex social housing stock.

7. Residents have quoted the leaders commitment to transparency and accountability and doubt the claim the cost is to cover the administration of the scheme, therefore please provide the breakdown of the costings for the scheme as we are not a private business, and the council is accountable to the electorate.

8. Residents have said ""the council do not want poor people to have cars"". ""The rich who are affected by the CAZ charges, who pay a very small fraction of their income towards extra heating and food costs are fine."" Residents have repeatedly said the BCC is seriously impacting the lives of the most vulnerable at a time when they are already stressed. Most people in Highgate need a car. There is no supermarket in the ward. There are many large families requiring a vehicle for basic amenities such as shopping. Therefore "As such it is a stealth tax".

I, as the sole local councillor support the review of the fee.

9. "If the CAZ can pay for the permit for 2 years, why can it not continue to pay?

"If the argument is that CAZ revenues will decline as behaviours changes then that itself reduces the supposed need for a parking scheme".



“The recent CAZ scrappage scheme has also missed the mark. Those who are not on benefits do not qualify, but these are the most affected. These are hardworking people who are just about surviving and getting no help. Now they need to pay £299 per annum for what is a necessity for many in the area.

10. “Under CAZ scrappage scheme why are those on benefits some of the most affected excluded or being discriminated against?”

The residents in council accommodation who are severely affected by the cost-of-living crisis and need to move out of Highgate and not be eligible to move because of the economic changes your department are proposing to impose. That may give rise to a legal challenge which the council cannot afford.

I support the request the permit fee is reduced to a more affordable £50.

10. “Please provide the evidence for the need for the scheme.”

With respect,

Yvonne Mosquito

#### **Out of area responses**

(B19) Why would i pay to park were i have done parked for the last twenty years. Council bankrupts the city and now want to rob us even more. You make enough off CAZ now because CAZ causing parking issues, you come into the areas of poorer communities to add extra to your coffers, whilst supporting Sutton Coldfield with levelling up money.

## Highgate **4b. Issues Raised in the 2019 TRO Consultation**

The Statutory Consultation carried out in 2019 in connection with the Traffic Regulation Order produced a set of results which are summarised below.

### **1. Local Residents**

#### **Canford Close**

I think it's a fair purpose but i object to the clean air zone and charging people to pay for permits Canford Close is terrible for parking for residents i think that people should be allocated parking spaces. As this would benefit residents anyone from the garages dumps their cars in our car park taking up spaces that's already scarce i think that quite frankly if you was gonna impose charges at least put a barrier up the car park where us residence lives I've made several complaints to the council about the garages doing this. The council never listens to us. Things need to change a physical barrier and cameras on the car park of Canford close and Studley Tower to prevent illegal dumping of cars.

#### **Conybere Street**

Hi. For the last 9 years I have been parking my car on Conybere Street when I come to work. I note in the proposal that there will be a maximum stay of 4.5 hours parking, with no return within one hour. I can see the benefits of the clean air zone to the health of the public and already drive a compliant car so have no cause to raise objections to the CAZ itself. My issue is that my working day is between 5.30 and 2.30 so after parking for 4.5 hours I'm going to have to go out and move my car to an adjoining street for an hour then move it back or have to leave it somewhere else. As I have to park in the area for work and will be buying a yearly permit for parking can you tell me if this will allow me to stay there for the duration of the day or will I still have to move my car after 4.5 hours?

#### **Southacre Avenue**

I am a resident of Highgate area and I wish to object the proposed order. I am already paying full council tax to Birmingham, I lived in Highgate for 5 years as a resident, it's hard enough cleaning air zone starting 1st June 2021 which I had to save money to change my car in 2 years. Now added Parking charges is make life more difficult. I am starting work at 7am and I do need my car drive to work. People living at Highgate area will have less services, for example: British Gas engineering visit, washing machine delivery, home improvements, online purchases delivery etc. At least, Resident who lives in the area should not be charged for a parking permit and should not charged to change cars. Currently only first two years is free.

#### **C Upper Highgate Street**

1. I refer to TMS/TROs/PL/P20210882 proposed traffic order. I strongly disagree with the proposed traffic regulation order for the following reasons.

1] I feel the proposals amount to punishing residents for staying close to town. These proposals are targeted and unfair. If the proposals were to be applied to all Birmingham constituents, it would be understandable.

2] The first letter I received regarding this matter did not mention any charges to residents and their visitors. It actually requested residents to put their names down for at least 2 parking permits per household, which I did and agree with.

3] If I purchase a car on a Friday afternoon/evening, it will be a few days before I could put the registration through parking permit. What happens then? Do I pay everyday fee till I receive permits.

4] There are NOT enough parking spaces outside Wilmcote Tower for all the residents, never been and never will be. There are 114 flats hence some park outside on roadsides. Why don't we sort that first instead of punishing.

5] We do have visitors coming for a few days so they should pay for parking everyday they are here?

6] I support environmentally friendly decisions, but they should not be self-defeating. There is no train service for Highgate, the nearest 50 bus stop to Upper Highgate Street was moved further to Leopold Street two years ago, Haden circus does not have any road leading to Upper Highgate Street [it was changed to 1 way out]. All these changes only forced us to buy cars and now we get punished for parking.

THESE CHANGES WILL FORCE FAMILIES TO MOVE AWAY FROM THESE AREAS. WE ARE GOING THROUGH A LOT ALREADY. WE HAVE LOST JOBS, SAVINGS AND RELATIVES AND NOW WE HAVE TO ENDURE THESE DRACONIAN PROPOSALS. THE TIMING IS WRONG VERY WRONG. DO IT IN CITY CENTRE NOT RESIDENTIAL AREAS ITS NOT A CRIME TO LIVE CLOSE TO CITY CENTRE.

2. I strongly object to this Highgate controlled parking zone scheme. I and my family live in this area and we shouldn't be charged to park outside our front door. Would you like to be charged to park outside your front door? NO!! you wouldn't.

3. I formally reject the proposals. It is unfair to introduce paid parking when there is so little public parking in Highgate anyway. There are a number of religious buildings for example Central Mosque and St Albans church who have very little if no parking available and then visitors would have very little places to park. Even with introduced charges, these visitors would still need to park so would not reduce traffic. The shops in Highgate in Horton Square or Gooch Street as it's locally known are for quick trips therefore people do not stay parked for a long time. A large number of residents are from Black and Asian backgrounds who have larger families both living in the household and who will be visiting. Introducing charges would be discriminatory. In areas where there are majority White residents such as Moseley, Kings Heath or Maypole, these charges are not in force. Many households have more than one car so would have to pay for additional permits. As a former resident of Highgate and a frequent visitor I have trouble finding parking anyway as there is inadequate parking. If there were charges, people would attempt to park illegally on double yellows or across pavements which would be dangerous for all the young families and children that live in the area. Residents in Highgate already will have to pay the Clear Air Zone (after the two-year resident exemption ends) so to charge them for parking will be a second charge on their finances. A better way to reduce traffic would be to give residents free or discounted public travel such as bus passes.

Highgate

### **Unspecified Location**

1. I would like to object the proposal, Birmingham City Council proposing to Residents. Highgate has been neglected by substandard services to residents of Highgate, compared to affluent areas of the city. Stop treating Highgate as second class area please.

### **2. Local Business Owners**

#### **Charles Henry Street (via Solicitors)**

Our client has provided to us a copy of your notice to introduce lengths of no waiting restrictions, permit parking bays, parking with payment bays along Charles Henry Street. Our client uses the front of its premises for loading purposes and has done for over 20 years. Our client was of the understanding that the area in front of its premises would be marked for loading purposes and will not form part of your proposed restrictions. This was agreed by a Council officer in 2018. Further, our client employees over 25 employees, 20 of which use the public highway to park free of charge. Our client's employees have been parking along Charles Henry Street for over 20 years too. Furthermore, parking with payment bays will cause substantial financial hardship to the company and its employees. We are instructed to object to these proposals for the reasons set out in this email. Please forward to us details of the proposals, draft order, plans and statements. Given that you have stipulated a deadline of 14 June 2021 to submit the grounds of objection, please provide the documents requested by return.

Whilst we have put forward an interim objection, we intend to put forward detailed submissions after we have considered your proposals in detail. For these reasons we shall require 14 days upon receipt of the information to respond.

#### **Gooch Street**

I and my colleagues are extremely fuming at this new traffic regulation that you are implementing in this area (Highgate). We have been working in this area for a very long time and Now, all of a sudden you have added another cost to our everyday lives. We work 8 hours a day and you expect us to pay £9 a day that's like £180 a month. Please have some consideration and heart as we are all on minimum wages just about scraping a living and now you will take another charge as well as the ULEZ Charge. Please can someone look into this. PS We do not have company car park. Work details are below.

### **3. Employees of local businesses**

#### **Bishop Street**

I work in this area for a government department. I already have changed my car to comply with clean air zone measures and have to travel over 20 miles per day to get into work meaning high fuel costs. My workplace does not provide parking and my work company will not pay for our parking. The area it's self is not a good area and I have had my car while at work damaged on several of the roads listed that are near Bishop street and the police are aware of the damages and I am not the only person this has

happened to within my work place, so i would feel like I am paying for my car to be damaged! I work 12 hours shifts so paying £4.50 for 4 hours £13.50 per day...and having to then move my car to somewhere else in an area that is already difficult to park in and somewhere I want to be able to near to my car because of the damages to my car, seems very unrealistic and very expensive and more than the air zone charge that are now being implemented. I have no choice in where I work, this is where I am needed this is my base work, the thought of having to pay to work when the clean air zone came in was not something I was willing to do and in the same way I am not willing to in affect pay to work! I pay my taxes out of hard-earned wages and am now expected to take yet more money out of my wages to go to work!

I feel for the residents around the area that will have to pay to park in-front of their own property, I feel like simply making them just register their registration for their parking outside their residence for free and then charging those who or not residents or visitors would be more understandable than charging everyone. I feel it is unrealistic and expensive. I don't need to pay for my parking to shop but going to be forced to pay for parking to work seems very unfair.

### **A Stratford Place (Age UK)**

1. I formally object to the controlled parking zone. The address where I work and park is a charity and not a business. Address details: Stratford House, Stratford Place, Birmingham, B12 0HT. We frequently have vulnerable, older adults visit the property. Under the current proposals there is no disabled spaces to allow them easy access to Stratford House. I need to come to the office to provide care and services, and it is untenable for the charity to cover permits for all staff, all year.

2. As a centrally based charity, Age UK Bham & Sandwell, then we deliberately located ourselves in Highgate (B12 0HT) so that we could service the needs of Birmingham with good public transport links. The proposals of a maximum of 4 hours paid for parking will actually increase staff travel into the city because we have to have, subject to Covid regulations, a certain number of staff manning the office. In addition, as a charity we rely on grants from the City as well as other forms of funding & this will add to our financial costs, meaning that additional grants will have to be sought. In addition, the time given to make comment is too short.

3. I work for a charity and have a low wage, i have just had to buy a newer car to enable me to travel to the city to work, due to the CAZ putting myself in debt to continue my employment, now the parking charges on top is making it very difficult financially. the area is B12 0HT Stratford place. the charges are just too much for me on an already stretched budget.

- Age UK Birmingham is a charity not a business, providing care and support for vulnerable older adults in deprived areas of the city.
- Age UK Birmingham staff need to come to the office to provide care and services, and it is untenable for the charity to cover permits for all staff, all year.
- We frequently have vulnerable, older adults visit the property. Under the current proposals there is no disabled spaces to allow them easy access to Stratford House

5. I wish to formerly object to the proposal to remove free parking in the Highgate area and replace it with pay by phone bays. I work in the area at Age UK Birmingham. Age UK Birmingham is a charity not a

business, providing care and support for vulnerable older adults in deprived areas of the city. Age UK Birmingham staff need to come to the office to provide care and services, and it is untenable for the charity to cover permits for all staff, all year. We frequently have vulnerable, older adults visit the property. Under the current proposals there is no disabled spaces to allow them easy access to Stratford House.

6. Age UK Birmingham is a charity not a business, providing care and support for vulnerable older adults in deprived areas of the city. Stratford house is located on the border of the Clean Air Zone. We frequently have vulnerable older adults visit the property and under the current proposals there is no disabled spaces to allow them easy access to property. Also charge for parking is yet another barrier for those clients who most need the support of the Charity. I would like to see at least one disabled bay at the front of Stratford House. Age UK Birmingham staff and volunteers need to come to the office to provide care and services and it is untenable for the charity to cover permits for all staff, all year. As an employee these charges could have an impact on my ability to work in Birmingham. It could also drive out businesses from the area and force them to move. I would like to see a provision for free permits for staff and volunteers for Age UK Birmingham.

7. I note there is a plan to put parking bays with charges in Stratford Place. This is right outside Age UK. A lot of older people come here for assistance (often financial assistance) and cannot afford the costs. Many need to use their cars and park right outside as they have mobility problems. Staff and volunteers also park here. Age UK Birmingham is a charity not a business, providing care and support for vulnerable older adults in deprived areas of the city. Age UK Birmingham staff need to come to the office to provide care and services, and it is untenable for the charity to cover permits for all staff, all year.

8. I am an employee of Age UK Birmingham, a charity that will be significantly affected by the proposed changes and so I would like to OBJECT to the changes proposed around parking in the Stratford House and Stratford Place area. Age UK Birmingham is a charity not a business, providing care and support for vulnerable older adults in deprived areas of the city and in order to effectively undertake our work our staff need to come to the office to provide care and services. As a charity with limited funds, it isn't financially viable for us to provide staff and prospective volunteers and, more importantly, clients with permits throughout the year. Under the current proposals there is no disabled spaces to allow people with a disability easy access to Stratford House, and the majority of our clientele require this. To not make disabled access provision contravenes Birmingham City Council policy and strategy as well as our own, and our laws around equality. I urge you to seriously reconsider your proposals to enable our charity to continue making a significant positive difference in the lives of our older population, without potentially incurring substantial financial penalties by the proposals, or limiting accessibility for our clients, volunteers, and staff.

9. The proposals will have a detrimental effect on my employer Age UK Birmingham. The cost of a business permit for each staff member would affect the services we could offer to older people. Age UK Birmingham is a charity not a business, providing care and support for vulnerable older adults in deprived areas of the city. Age UK Birmingham staff need to come to the office to provide care and services, and it is untenable for the charity to cover permits for all staff, all year. We frequently have vulnerable, older adults visit the property. Under the current proposals there is no disabled spaces to allow them easy access to Stratford House. It would be beneficial for all if Age UK Birmingham could have free permits for staff, and a provision for a disabled bay outside Stratford House.

10. I do not feel the parking charges are fair to employees of the charity Age UK Birmingham and Sandwell as we do not earn a lot of money in our jobs and also, we are trying to help people who are often vulnerable and disadvantaged and it is not fair on them if they are disabled or on a very low income and have to pay the parking charges. Clients visiting us in cars who may have travelled a long way would also have to pay and may be on benefits and they may be disabled as well and would be put off coming to see us for help in their time of need. I do believe the proposed parking charges are totally unfair and should be scrapped for our charity for employees and visitors. In particular, please reconsider your plans and think how the vulnerable, old, isolated and poor residents over 50 and their carers and families will cope if you go ahead with your plans to impose parking charges under the new Clean Air Zone Plans.

11. There are many businesses around this area and at Stratford Place, where AGE UK is based, we the parking along the Highgate area frequently and for our elderly customers for which we cater to, the extra expense is something that is the difference of them coming to use our services or not.

12. Age UK Birmingham has its headquarters in the area. It provides support services within the area and throughout the city to vulnerable older adults. Some of these services are provided by volunteers. Currently as planned the zone has no free parking that can be used by these users (the charity would bear a significant additional cost) and there is also designated disabled spaces in the area.

13. I am an employee of a charity functioning within the proposed area (Highgate parking) and as I work part time this charge may prohibit me from working in a job I like/needed in the area. Also, due to hours worked public transport would double time taken to get to and from work and is more expensive than driving in. I looked into this before accepting this job with Age UK Birmingham. The arguments Age UK Birmingham are making and which I agree with are:

- Age UK Birmingham is a charity not a business, providing care and support for vulnerable older adults in deprived areas of the city.
- Age UK Birmingham staff need to come to the office to provide care and services, and it is untenable for the charity to cover permits for all staff, all year.
- We frequently have vulnerable, older adults visit the property. Under the current proposals there is no disabled spaces to allow them easy access to Stratford House.

## Summary of Issues Raised

A number of common themes were noted from the feedback received and are summarised as follows:

### 1. “Why should I pay?”

The decision to remove free parking from Birmingham’s inner areas was taken as part of the Clean Air Zone Additional Measures process and has since been reinforced by the adoption in 2021 of the Birmingham Transport Plan by Birmingham City Council. The aim of introducing parking charges is also to discourage people from driving into the Clean Air Zone to park and make it easier for residents and people who work in the CAZ who have vehicles to park near to their homes.

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2. **“Public Transport not a viable option.”**

*It was suggested that bus services either do not run close enough to relevant properties, or that they were not reliable enough, or that they did not run at all at the times when they were needed.*

Whilst Birmingham City Council are not the responsible authority for bus service provision, the parking permit scheme does encourage the use of sustainable forms of transport including buses, walking & cycling wherever possible and especially within the inner Birmingham area. As there are various measures being implemented by the City Council around the City to reduce traffic, this will reduce congestion and ultimately improve the running of Buses in the City Centre.

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3. **“The proposals will discourage family and friends visiting”**

*Some elderly and vulnerable residents were concerned that the cost of Visitors Permits could lead to fewer family visits, especially for family occasions where several family members would arrive in separate cars.*

It is not the aim of these proposals to stop family visits, however the objective is to encourage people to travel into the inner Birmingham area using sustainable forms of travel instead of private cars. The need for a valid parking permit would only be required between 8am and 6pm so visitors permit would not be required in the evenings as the restrictions would not apply.

An additional aim is also to manage and reduce the number of commuters who currently park in the Highgate area for long periods of time and free up road space for the residents and their family members who do visit.



4. **“This would be detrimental to the operation of businesses in the area.”**

*Businesses expressed the following concerns:*

- *Employees could have nowhere to park.*
- *Business owners felt that permits would be an extra “tax” on businesses already struggling.*
- *Delivery vehicles could be unable to make collections or deliveries.*
- *Payment for a season ticket would not guarantee a space.*
- *Some businesses use the highway to store business materials (e.g. motor traders).*
- *Business owners felt that parking charges were an extra business cost.*
- *Paid-for parking could drive customers away.*

From the feedback received, many responses from local businesses were received. Some of these comments acknowledged the lack of places to park with current restrictions in place. However, conversely, some comments received stated that the proposals would make parking harder provision for customers/ business visitors.

As many of the comments from the businesses who have responded to the consultation states that their customers, visiting staff or clients struggle to find parking. It could therefore be argued that if it is currently difficult to park near to businesses in the Highgate area, the introduction of a permit scheme should actually assist the situation. Whilst visitor permits for businesses are not included in the proposals, the introduction of paid for parking with a limited stay will encourage better turnover of the parking available area and will in turn support the local businesses.

The proposal around many businesses in the area is a mixture of 'paid for parking' and double yellow lines. The double yellow lines act to maintain vehicular access to the property but they can also be used for loading and unloading purposes for short periods of time. The double line lines only protect those areas where vehicles should not be parking anyway. While 'paid for parking' bays can be used for visitors to the area, they can also be used by businesses who display a valid parking permit.

Permit allocation will be administered by Birmingham City Council's Permits team. The allocation of permits will be proportional to the capacity for parking in the area, unfortunately, there will be no subsidies for businesses or employees living outside the Highgate area.

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5. **“Property Prices could be devalued.”**

*Some businesses advised that since the introduction of the Clean Air Zone they felt that the property values of their business premises has been devalued. There is concern that the cost of having to charge for parking will further depreciate property values and/or make it difficult to rent out their properties to potential new businesses.*

Property prices are subject to many market forces. Properties in Highgate will not be disadvantaged compared to other inner Birmingham areas, as the removal of free parking will be common to all areas within the Clean Air Zone boundary.

6. **“The parking restrictions are a waste of money which are never going to be enforced.”**

*Residents expressed concern that existing parking restrictions were being ignored and that they never saw any parking enforcement taking place previously. Some residents felt that the money being spent on delivering the scheme was not the best way to spend funds and should instead be spent more wisely on other issues.*

Funds to deliver the Parking Permit Scheme have been generated from the income received from the Clean Air Zone charges and are independent from other BCC funds. . The fees generated from the parking permit scheme will in turn fund the enforcement of the restrictions.

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7. **“This is just another BCC Money Making Scheme.”**

*Many residents reflected on BCC’s current financial plight and suggested that the parking charges would provide the revenue to subsidise the reported budget shortfalls.*

Proposals were originally consulted on in 2019 which pre-dates the council’s current financial situation. This consultation is the first part of a re-engagement exercise with the local community to revisit the proposals and gain feedback to take forward to the next stage of the process. Whilst the scheme will generate income this will be used for the ongoing administration and enforcement of the measures which will be introduced as part of this parking permit scheme.

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8. **“BCC no longer wants businesses in the Inner Birmingham Area.”**

*Some businesses suggested that the Birmingham Transport Plan is not only “anti-car” but is also “anti-business”. It was felt that the costs to enter the CAZ along with the proposed parking charges will increase the cost of running a business into the realms of unsustainability, leading to more shops, offices and factories closing down and unemployment.*

The aim of the scheme is not to drive businesses out of the area. The aim of the project is to manage and reduce the number of commuters who currently park in the area during the course of the day. The means to achieve this is the permit scheme to discourage commuters from parking in the Highgate area for long periods of time and free up road space for businesses who operate in the area as well as help the residents.

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9. **“This scheme is unfair to people of faith.”**

*There was a strong response to the proposals from the local faith groups including St Albans Church and Birmingham Central Mosque. Both expressed concerns that in order to attend their services, it would entail having to pay to park their vehicles. There was a concern that making*

*people pay to park their cars in addition to paying the CAZ fees would lead to a decline in attendance at the Church. Birmingham Central Mosque highlighted that on certain religious days, they would have significant numbers of attendees and that new parking restrictions would further add to the issues caused by the high demand for parking which they currently have.*

This scheme builds on the measures introduced as part of the Clean Air Zone to encourage commuters to travel into the city using sustainable forms of travel instead. The aim is to manage and reduce the number of commuters who currently park in the area during the course of the day. The means to achieve this is the permit scheme to discourage commuters from parking in the Highgate area for long periods of time and free up road space for residents, worshippers and businesses in the area.

It is acknowledged that both the Mosque and the Church communities have differing needs and these need to be considered along with other suggestions that have been made in line with the objectives of the scheme. Although we have, and will continue to listen to the faith organisations, it may not be possible to accommodate every suggestion received and we need to strike a balance with the needs of other establishments in the area also.

Communication with the Mosque, Church and other faith facilities in the area will continue to ensure that we can identify any concerns they may have before we close this stage of the consultation and move to the next part of the process.

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**10. “This is unfair to people working in the area.”**

*There was a feeling expressed that on-street parking was an essential factor to being able to work for companies in the area by the employees of these companies.*

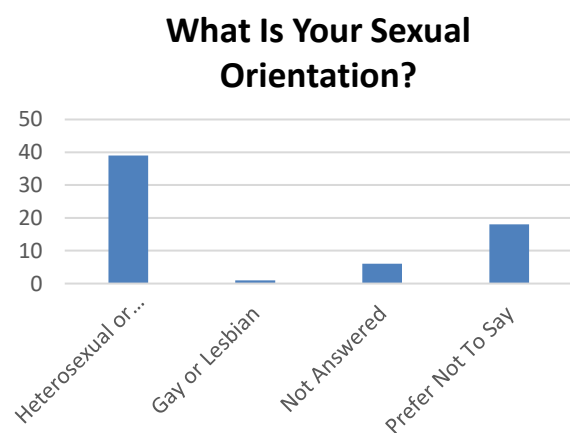
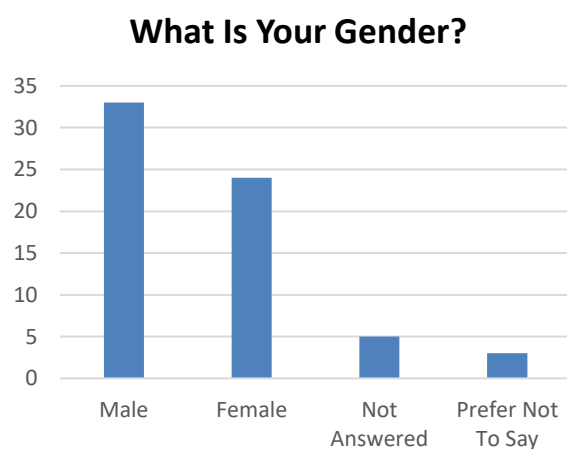
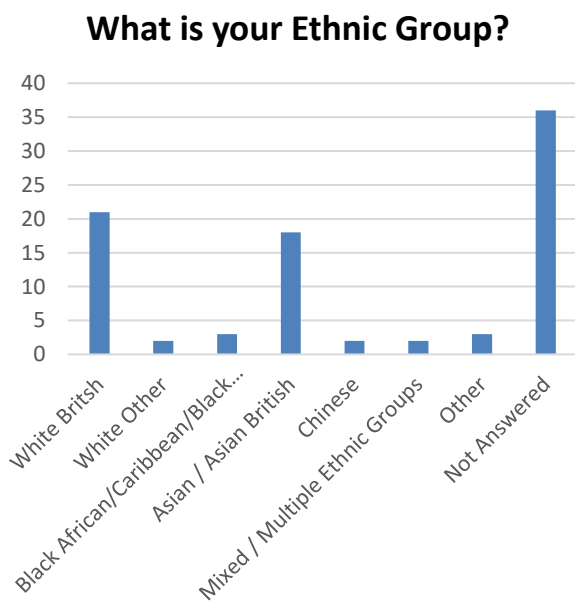
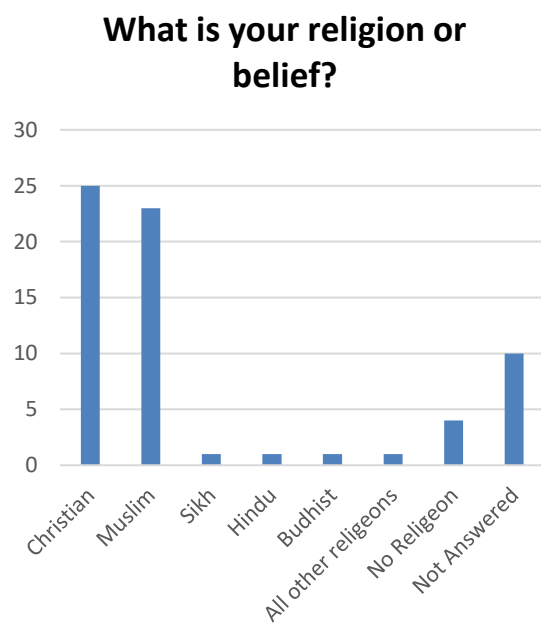
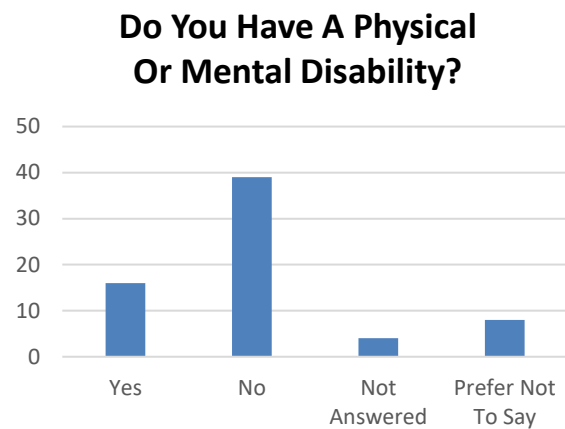
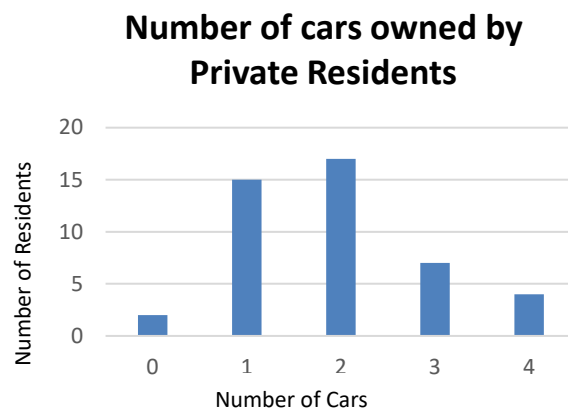
The use of roads in Inner Birmingham as de-facto car parks is not a given right, either by employees working within Highgate or in Birmingham itself which is only a short walk away.

Working in Highgate does not compel anyone to drive to Highgate. They can work just as well by walking or cycling to work or by using public transport. Use of local roads by staff as a public car park leads to the congestion on the roads that BCC is trying to eliminate. Indeed, local residents complained that they are finding it increasingly difficult to park due to the congestion caused by the influx of cars belonging to the workforces of the large employers. Residents also complained about some local schools that provided car parking for staff which school staff ignored in favour of parking on the streets in order to be able to embark on their journeys home more quickly. Again, this reduces the amount of road space for residents, which was cited as a contentious issue.

It is hoped that by introducing permit parking, the residents will have a better quality of life, and cut down on the vehicular traffic into Highgate area. Additionally, if local firms can react to the changes in parking availability by pro-actively supporting and encouraging their workforces to adopt alternative means of active and sustainable travel methods to their staff this would be to everyone’s mutual benefit.

## Analysis of Respondents

From feedback received from the completed 2024 consultation surveys, a summary of responses is provided in relation to specific questions asked.



Whilst this is a small sample of the Highgate area, it does provide a good indication of the needs and requirements in relation to implementing a permit parking scheme.

### Disabled Parking Bays

From feedback received from the surveys and general consultation correspondence, 3 respondents identified that they had disabled parking bays, 2 of these are in the Residents Permit Parking Zone in Unett Street and one in Stainsby Avenue. It is acknowledged that this is not the total number of disabled bays in Highgate but serves as a snapshot of the area.

In response to the queries raised, we can advise that none of these Disabled Parking Bays will be removed, and the Parking Permits will be free to the Blue Badge Holders.

## 5 Next Steps

Following the original consultation held in 2019, This consultation is the first part of the activities to re-engage with stakeholders to implement a parking scheme in the Highgate area. The scheme is in line with objectives of the Clean Air Zone and the Birmingham Transport Plan. The next stage of the project is to take on board feedback from the consultation to identify whether any changes to the design are required. Whilst feasible suggestions from the consultation will be considered it may not be possible to accommodate every alternative option received. Potential changes to the design need to be considered in line with the needs of neighbouring businesses, residents and other stakeholders in the area and we need to ensure we are not treating anyone any differently to the other residents' establishments in the area.

We will be reaching out to all the stakeholders again as soon as this review has taken place to advise the outcome as we embark on the legal stage of the process.

## 6. Appendices

1. Clean Air Zone Controlled Parking Zone Newtown (St Georges) (2019) Consultation Report
2. Birmingham Transport Plan Consultation Report