

Proposed Controlled Parking Zone Newtown (St Georges)

Consultation Results Report

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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.

Unfortunately, the introduction of the Clean Air Zone itself is not enough to reach compliance with Air Quality directive in the shortest possible time. It was therefore necessary to look at the introduction of other measures to support the aims of improving air quality by controlling the 'free' on street parking within the ring road to reduce the impact of commuter parking providing better provision for visitors and residents.

Both these activities the provision of measures to improve air quality and control city centre parking are principles contained within the 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

In general most on the roads within the city centre bounded by the Middleway are already restricted in some form; however there are two remaining areas one to the north of the city centre and the other to the south east. It is to these area where the current resources have been submitted. The aim is to prevent non-residents to be able to park either free or for all day.

Newtown St Georges 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 St Georges 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.

Newtown (St Georges) 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 were included 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 St Georges 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 Newtown St Georges 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 Newtown St Georges 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.

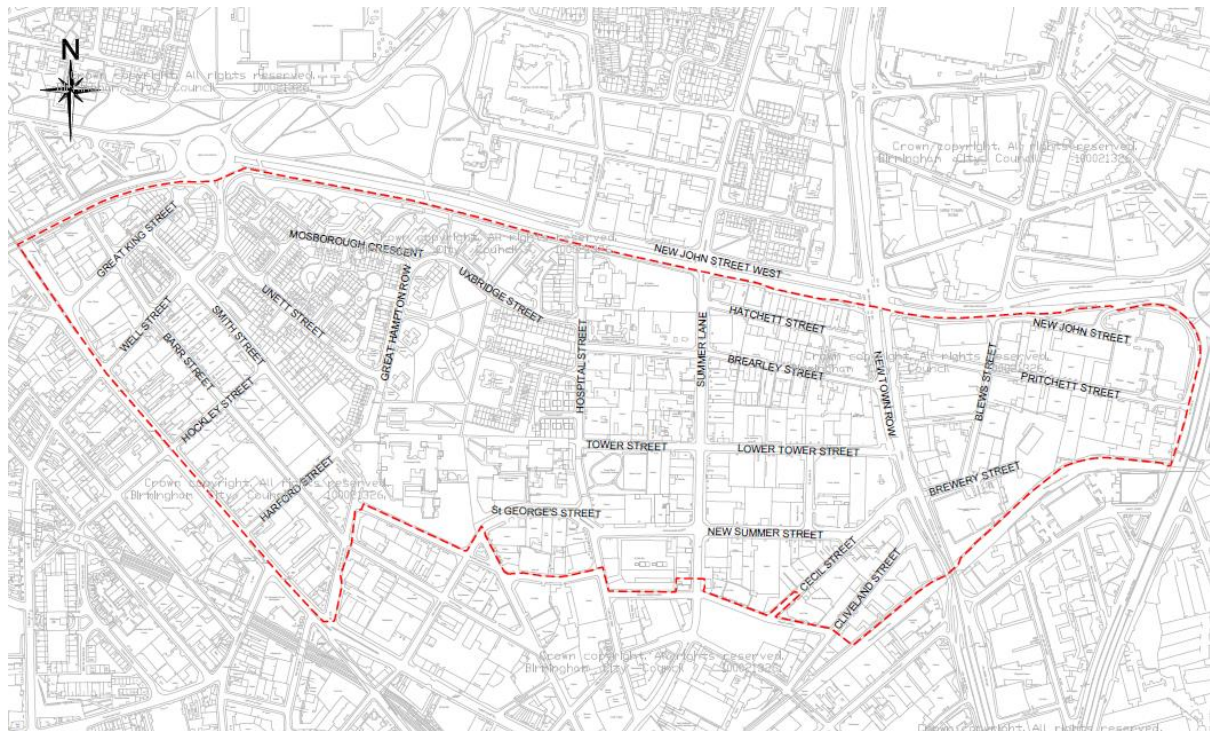
On other streets in the area where it is safe to park, paid-for parking bays would apply between 8am and 6pm with payment being required using a “Pay by Smartphone App” or similar. Business permits would be available to allow local workers to park in these pay & display bays, at a cost of £376.00 per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



Barr Street	2	Hockley Street	0	St Georges Street	0
Blews Street	0	Hospital Street	2	Stainsby Avenue	1
Brewery Street	0	Lower Tower Street	3	Summer Lane	6
Brearley Street	0	Manchester Street	0	Tower Street	0
Cecil Street	4	Milford Croft	0	Unett Street	5
Cliveland Street	0	Mosborough Crescent	0	Uxbridge Street	5
Great Hampton Row	1	New John Street	0	Ward Street	0
Great King Street	0	New Summer Street	1	Well Street	0
Hadfield Croft	0	Pritchett Street	0	Westhorpe Grove	0
Harford Street	0	Shillcock Grove	0	Windley Close	0
Hatchett Street	0	Smith Street	0	Others **	5

** Responses from individuals residing outside Newtown St Georges.

16 responses were from private residents.

18 responses were from local businesses.

1 additional response was received outside of the consultation period time frame.

3 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 Library of Birmingham
- BeHeard Online Presence
- Drop-In Sessions
- Additional Public Meeting

A leaflet drop was carried out to approximately 2,200 addresses throughout the Newtown St Georges area, by a specialist firm. Unfortunately, there was a mix up with the consultation material due to running two consultations for both St Georges and Highgate simultaneously. This led to the Highgate consultation being mistakenly referred to in the St Georges consultation literature. The letter was corrected and posted on the BeHeard portal and shared with those who had flagged up the issue and this was available at the drop-in sessions held on 5th March 2024. There was insufficient time to re-distribute the letter to the whole area within the Consultation timeframe, but there will be further consultation at the Traffic Regulation Order (TRO) stage where residents and businesses will again be invited to provide feedback on the final proposals.

Information packs that were available at the Library of Birmingham also suffered from the same error but were replaced by corrected literature on the day that the issue was spotted.

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.

Within the consultation pack of information available were plans 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 Manton House, Newtown on Tuesday 5th March 2024. This provided BCC project staff the opportunity to engage with local residents and businesses, to discuss the proposals and gain valuable feedback. It has been acknowledged that the venue for these sessions was outside the St Georges area. Whilst this was the best option at the time, thought will be given to alternative venues in the St Georges Area for any future public sessions, subject to availability.

In addition to the standard consultation activities outline above an additional meeting was held after the consultation period had closed with residents and Businesses of the St Georges area at the Huda Centre, Unett Street and was attended by Cabinet Member and officers from the City Council. The meeting took place on Monday 29th April 2024 and was arranged by the local Councillor and provided the attendees an opportunity to raise questions covering topics including permit costs, current parking demand and the timescales for delivering the changes.

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.

Barr Street

1. "We are a manufacturing company where a lot of the employees arrive from 6.00-6.30am and the office then arriving for 9am. Our employees would use public transport if it worked and was reliable but as you are aware this isn't the case and some of our employees are from outer Birmingham. How can you guarantee that if we apply for 9 permits that there will be spaces nearby. How are you going to manage this. Are you going to do zones for the parking permits? We get large lorry's delivering goods to our premises at least once a week, how is this going to work with parking on both sides of the road?"

Business Visitor passes- do you get any, how many a month? We are happy to pay for parking but there are no guarantees we will get a space. Would there be any subsidies for employers to help employee's payment of the Parking Permits. The parking issue is not going to help employment as it is hard enough now to fill job vacancies in our industry. It is already tough working as a small family business in the manufacturing industry and this is not something that we feel will help draw in new employees due to the hours we work. You need better transport links in place before implementing this. Park and ride for businesses in the area?"

2. Business employees start work 6.30am. No public transport at this time so will find it hard to get people to work in the area. Bring a business, machine engineers visit. Suppliers - where are they going to park? No representatives from the Council took any notes on our concerns or anybody else's. When can we get permits as our business will rely on parking for our workforce to run our business as we are engineers cannot work from home. This is not going to help employment.

Cecil Street

1. "This is a commercial/industrial area and always has been, we have been trading from this site for over 30 years. This proposal will mean we will have to pay to access our own building and there will be no facilities for customers to park their vehicles. We strongly object to these measures. We are in the correct planning destination for an industrial property, pay business tax, rent and rates, we should not need to be forced to pay for parking outside our own building. The CAZ has already had an effect in our business. Putting this extra cost will have a damming effect on our business the people we employ and our customers."

2. "The scheme is described as RESIDENTIAL and therefore can you please explain how this can be imposed on to local businesses in an area which Birmingham City Council still zone as ""factory"". In my view you have no right to do so as Cecil Street / New Summer Street and out towards the ring road is still all industrial / work areas. The imposition of parking permits will cause either extra cost to business or their employees and neither can afford this. We are already being choked by reduced access / CAZ / local developments of student lets etc. The scheme is going to impact visitors to the area - my clients are already complaining they have difficulty getting to us and then there will be no parking when they get here? The local African supermarket could be devastated by this proposal as well as other businesses that need customers to be able to come to them.

It is as if Birmingham City Council want to drive business into the ground in this area - no businesses, no jobs, no taxes, no public service jobs! I have a formal complaint already registered as we have had NO LETTERS to advise there have been consultation / public meeting on this unwanted scheme. How much is it going to cost given Birmingham City Council are bankrupt? What benefit is it giving to those that pay their council taxes and rates? I repeat - the scheme states ""residential"" and therefore I challenge the fact that a factory zoned area is being blighted by this scheme. If I refuse to pay for employees permits / they refuse then jobs could be lost. This is a business area with probable low pay workers - if employees need their vehicles, or even if they CHOOSE to use their vehicles, then are you making it too expensive for them to do so?

These schemes must surely need to show a benefit for the huge associated costs - I see no benefits to ratepayers and local residents / business. I would question the legality of the proposal given it seems local business that will be the most heavily impacted do not seem to have received notice of the public consultation meeting."

3. "Hello, I hope this email meets you well. My business is located at 82-89 Cecil street, and I hope that the proposed street by street parking restriction plans would be highly beneficial to us as parking has always been a challenge for our customers. I look forward to drop-in session on the 5th of March."

4. "I have been on Cecil Street since 1996 operating my business. I have been approached by a neighbour who has stated Birmingham City Council intend to burden the business community in this area (we are zoned as factory) with a parking permit scheme. My complaint is I have not been contacted for comment on such scheme - why have I not received a letter? I would be wholly against this. This is a business area being choked by residential developments and a parking permit scheme on top of CAZ etc. just puts more and more pressure on being able to do business; have customers and clients come to us; puts pressure on keeping staff. Can I please have full detail of any proposed scheme as I believe there may have been a meeting / public consultation held already? I think public servants think money grows on trees . No business, no job, no taxes no council."

Great Hampton Row

Why this area? Resident parking should be free. Is it going to proceed.

Hospital Street

1. "Firstly, and most importantly, why would a blue badge holder be exempt from any charges, this is already the most abused parking facility i know of. Reserve the spot for convenience by all means but do not exempt from paying the same as any other resident.

As a business owner I have no issue with controlling parking which is already a nightmare especially when vehicles are double parked around Jacura (in St Georges Street) every day. They block the road, park on the pavements and block access to loading bays. Arrhh, but this will have no effect on this as these delivery drivers (no doubt without business insurance) are only there for 10/20 minutes at a time. Neither will it affect the scooters and illegal so called push bikes.

The idea has value but appears to be another money-making scheme rather than as stated to enhance the air quality.

Surely if that was the real intention, the answer is to implement the scheme while providing appropriate permits to each home, appropriate volumes of permits and permit parking free of any fees as these vehicles will generally be driven in, parked all day without adding to any pollution and then driven out again. This will stop the constant trawling around of vehicles looking for somewhere to abandon their vehicle and then walk into the city ctr.

Businesses within these area's need supporting and not penalising for being here and supporting the local area. Looking at the plan, there is no ""permit parking"" around our business anyway, so as business owners where do we park our vehicles?

If the city council just started fining any of the illegally parked vehicles, including those on corners or pavements it would make a safer area to walk around and provide a lucrative income."

2. "Another ill-thought-out money-making scheme to force vehicles out of the city. Many of the Council parking bays are already empty during the day whilst cars are parked illegally, and nothing is done about them. This scheme is another punishment to businesses (and their employees) in the area who are just getting over the implementation of the CAZ.

We have already been hit with the 20% increase in council tax (due to to this councils past failures !!) now we are expected to pay to park our vehicles allowing up to operate. All this will do is potential close businesses down / move to other areas outside Birmingham which will result in a greater loss of income to the City."

Lower Tower Street

1. "There are other companies in the same building, both are printers and have daily deliveries of paper, ink, toners, printing equipment etc. We also have customers who come to collect their printing, or to discuss their requirements and parcel carriers to collect goods at the end of the day. We also have other companies that bring us work which requires finishing. What

happens to all of these daily occurrences when there is no parking. They won't want to park on double yellow lines so they will end up stopping in the middle of the road and blocking traffic.

There are lots of factories and offices around here so how do you expect them to operate when vehicles cannot collect/offload or wait? It is essential to have parking otherwise businesses will start to lose customers and that doesn't help anybody.

Also, as an individual who drives to work Monday to Friday, and always parks on the road outside, money is very tight already, then to be told I have to buy a permit at a cost of £376.00 with no guarantee of a space, I don't think so. I don't live around here, but how you can suddenly tell residents that they have to pay to park outside their own property - it's disgraceful. They pay council tax so why should they.

Just because the council have made mistakes, it doesn't make it right to put your troubles onto the people around this part of Birmingham."

2.

- purchasing a parking permit for a business does not guarantee a parking space, so we could be paying a heavy price for something we might not get to use and wouldn't know that until arriving at work, giving us a problem where to park or maybe even having to pay to use a parking bay - therefore paying twice.
- how are companies expected to receive deliveries and send out goods without parking. As I'm sure you know most delivery people are self-employed so are not going to risk parking on double yellow lines or want to pay to park in a bay (if there is even one big enough for their vehicles) This will result in vans stopping in the middle of the road and blocking other traffic or even worse refusing to come into the area, (we are already having to absorb the 'clean air zone' cost from them) This will make it impossible to run a business in the area.
- We already lost business because customers don't want to pay to come into the clean air zone' If they are unable to park to come to see us that will put even more off giving us businesses.
- It seems to me Birmingham City Council are going out of their way to make things difficult for business to operate in the area.
- WELCOME TO THE HEART OF THE INDUSTRIAL REVOLUTION - YOU ARE NOT WANTED HERE."

3. The proposed plan makes it clear that Birmingham City Council no longer wants businesses in the St. Georges area.

We will have double yellow lines in front of our premises/loading bay. I am aware there would be an (incredibly short) time allowance for loading and unloading. However, customers who wish to come into our premises to discuss work will no longer be able to park in front of our own premises without risking a parking fine.

There is already inadequate parking in the area. The car park on Lower Tower Street is now inaccessible and fenced off, a dumping ground for old cars, shipping containers, and piles of rubbish. The plan to further reduce the number of parking spaces is just making an already difficult situation ludicrous.

So, any customer with a car, as well as suppliers and engineers, will be unable to visit during working hours. The business can buy extra parking passes for our visitors, but what is the point? There will be absolutely no guarantee of a parking space. It will already be a game of ""musical parking spaces,"" with more passes issued than parking spots. The idea of anyone being able to find a space and pay to park during working hours, Monday to Friday, is pure delusional."

New Summer Street

"The cost per vehicle is outrageously high. This charge to park on top of the CAZ charges is an indictment to business owners. How do you intend policing this proposal?"

Stainsby Avenue

1. This could stop pensioners having family visits. The cost of visitors permits £12 is too much. It will not be long before the cost goes up so we will not be getting visitors because we have either run out of permits or not enough. The price is wrong for residents. Will we have to pay car tax? Why have we to pay to park outside of house?

Summer Lane

1. "This is a Typical Left-Wing Tax on working people.

You are proposing to punish hard working taxpayers, who are simply going to work. This is unworkable, having 4 hours max on the meters, because who is to say there will be spaces available for permit holders, once the restrictions have been implemented, with more double yellow lines and less spaces.

We have not received any letters of intention, so there is a breach in Law.

I for one, will probably sell to developers if you make my work force struggle to get to work.

You do NOTHING for the taxpayer, only pander to everyone else!

You should be giving taxpayers who work and park here free spaces, not discouraging people to go to work in a cost-of-living crisis."

2. "1. The letter you delivered was incorrect, and many businesses did not receive a copy - so your consultation is not fair and valid, as you will not receive feedback from many businesses.
2. Your information in your overview is incorrect as the maps you have on your website are the same as those in 2021 - so you have not listened to concerns raised in the first consultation. No changes have been made.
3. We have never received any feedback from the 1st consultation - so are we not repeating our same concerns?
4. Business permits have gone from £142.00 to £376.00 - an increase of 165% - how is this justifiable? Whilst residents are given a two-year leeway for their vehicle permits charges, it seems unfair that businesses are feeling the brunt of the parking costs. We object to the cost of the Business Permits – why are businesses not offered the same discounted support?
5. Parking restrictions map – the suggested parking restrictions on this map do not take into consideration the suggestions/concerns/comments raised about the impact these restrictions will have on daily business operations. Most residents and businesses will not have seen these details, and therefore are not aware of how restrictive and costly parking will be.
7. Has any assessment/review been undertaken regarding the reduction of parking in the St Georges area since the introduction of CAZ?
8. Has any assessment/review been made regarding the increase in parking on the areas just outside of CAZ area and impact on local residents?
9. Has any assessment been made in the quality of air since the introduction of CAZ?
10. There is no mention on the Be Heard website regarding the hourly rate for the proposed parking meters – how much will this be? Are there any restrictions for how long someone can park at a pay and display meter? If local workers cannot afford the business permit and want to pay by hour on a metre but are restricted to only four hours - how will they be able to carry out their job if they are having to top up the meter. The same for clients visiting business premises and not finding a meter or having to leave a meeting to top up the meter. If they have to move to another meter, they are losing valuable work time - all meters maybe taken up by midday. This function will not work for businesses - commercial premises do not operate like someone going into town for shopping.
11. Due to the nature of our work, our premises need to be accessible 24/7, 365 days a year – this access needs to be outside of our business premises.
12. Several staff members (including our engineers) need to visit our premises at different times of the day, with several vehicles are coming and going throughout the day, they need easy access to our premises.
13. We have daily deliveries of stock items; these items are extremely valuable - many items are heavy and need to be offloaded close to our building.
14. Our vehicles need to be close to our building to enable us to stock up engineer's or courier's vehicles. They cannot waste time driving around to find a parking space that is a distance from our

building. Many of our stock items are expensive, and our vehicles keep large quantities of stock in them. We have CCTV cameras for the outside of our building to cover our vehicles, and stock coming in and out of the building. We cannot leave our vehicles away from our building due to the amount of crime in the area.

15. Courtesy vehicles – if any of our fleet vehicles go in for a service or are in an accident, we are allocated a courtesy vehicle, which maybe for a few days to a few weeks. We will incur additional work and cost for a temporary replacement permit, and then the change the permit back to the original vehicle or will have to pay daily charges on top of our current business permit (if we are even able to get a permit in the first place).

16. First-come, first-served does not seem a fair approach to enable businesses to apply for permits, surely this should be based on a negotiated approach with local businesses to have dedicated parking spaces. As stated, many businesses are unaware of your consultation, and will therefore be not aware of permits.

17. Issuing of business permits does not offer businesses secured / daily allocated parking – as an example the few parking bays that are going to be available on Summer Lane by our building (none of which are close to our building) could have all been taken up by ‘pay as you go’ vehicles. Where would local businesses then park for the continuation of their business operations?

18. What will be the % of business permits to parking bays? Will you be issuing more business permits than available parking spaces?

19. These restrictions do not encourage businesses to stay in the area, which is seeing many businesses closing down and is looking extremely run down and dirty. These restrictions also discourage new businesses to move into the area. The impact of CAZ and the proposed parking restricting are seeing an impact on the value of local business premises in the area. Speaking to local businesses, they have seen 45 - 70% decrease in business footfall since the introduction of CAZ and fear they will go out of business with the parking restrictions being introduced.

20. As stated on Birmingham City Council’s website ‘One of these additional schemes is to introduce parking controls on all streets within the CAZ and prevent anyone parking all day for free. This should further discourage people from driving into the CAZ and should make it easier for residents in the zone who have vehicles to park near to their homes. This makes no mention of local businesses in the CAZ area or makes sense to local businesses, as we still have park our vehicles (which come into the CAZ area) to run our businesses from.

21. A more fair and practical solution would be to offer secure parking in the business areas to local businesses only, which would restrict individuals from parking in the local area so as to avoid higher parking charges in town.

Finally, an example of the impact the proposed parking will have on our business:

Our MD opens up the premises at 6.45 am - he finds a parking bay (which will not be by our business premises as per your map). Four other staff members are at our building by 9.00, none could find a parking bay, so had to drive around looking for one - they are 15 mins late for work. 8.30 - 5 engineers have come to the building to collect items of equipment and cant find anywhere to park -

again making them late for work on our clients site. At 10.00 our MD has to go on a site visit, leaving his parking bay free. He comes back at 11.30, but can't find a parking bay near our premises and spends 10 minutes driving round to find one. We have a client coming at 1.00, but can't find anywhere to park - again drives around for 15 mins to find somewhere. Our MD then goes to another site visit at 3.00 and returns to the office at 4.30 for end of day closedown - but again can't find a parking bay.

From this example, it shows the loss in business operational time wasted on trying to find a parking space and also the increase in pollution from vehicles driving around to find somewhere to park.

This part of Newtown is a commercial industrial area, not office blocks where people stay in their office for 8 hours. Commercial and manufacturing operations are taking place, with lots of 'comings and goings'."

3. "this is another money-making scheme by Birmingham council, with no thought for the business's that occupy the properties on summer lane.

The council has already raised the council tax, and to now slap this on top seems totally unfair.

Where will the customers to these business's park?

If staff have to use the public pay and display car parks, located in the side streets, will the council ensure their safety, when traveling to their place of work on foot on the dark winter mornings?

will the car parks be kept clear of the travellers who usually occupy the car park space at least a couple of times a year?

if a parking bay is purchased, how can this be kept clear of unlawful non-paying drivers?

Where will the money come from to paint the yellow lines, instal the parking meters, etc., when the council is supposed to be bankrupt?"

4. The ULEZ introduction has already seen a massive effect on the number of customers visiting the store and this can be seen by the reduction in sales figures pre and post-ULEZ. If parking is then imposed we may see this number further reduced. I urge and cannot stress this enough, imposing parking will not just have a massive on the business concerning the number of customer visits, but also on our employees, who will be driving from areas such as Walsall and the other end of Birmingham to get to work, this may force them to consider their position here.

5. "Not happy at all about the proposed yellow lines and paid parking bays. Since the introduction of CAZ, many of our clients are reluctant to come to our premises and want their work delivered without having to pay for delivery.

Our business is struggling to stay competitive, and CAZ has caused us to pay for deliveries. Now the paid parking bays will further deter customers to come and see us resulting in a drop in footfall hence drop in business and profit.

I strongly advise the Council to NOT implement these proposed changes and thus support local businesses."

6. "We strongly disagree with your proposals. This consultation is unfair and has not been published well enough for local businesses to be made aware of these proposals. There does not seem to be any consistency in businesses receiving the letter.

The letter we received – none of it makes sense as the letter partly refers to Highgate and partly to Newtown. I followed the link in the letter, which had no option to make any comments, and related to Highgate. The map that is printed with the letter, shows the area that the parking restrictions will be introduced, but there are no details of where the parking bays /double yellow lines will be.

We complained about this we were ignored, and another letter was delivered with the SAME mistakes, this is not a fair consultation at all with incorrect information.

1. We need clarification on what we will and will not be able to do if the new restrictions come into force – they seem to be a 'one size fits all' approach, whereas each business operates in its own individual manner.

2. Due to the nature of our work, our premises need to be accessible 24/7, 365 days a year – this access needs to be outside of our business premises.

3. Several staff members (including our engineers) need to visit our premises at different times of the day, with several vehicles are coming and going throughout the day, they need easy access to our premises.

4. We have daily deliveries of stock items; these items are extremely valuable - many items are heavy and need to be offloaded close to our building.

5. Our vehicles need to be close to our building to enable us to stock up engineer's or courier's vehicles. They cannot waste time driving around to find a parking space that is a distance from our building.

6. Business permits – whilst residents are given a two-year leeway for their vehicle permits charges, it seems unfair that businesses are feeling the brunt of the parking costs. We object to the cost of the Business Permits – why are businesses not offered the same discounted support? From the original consultation the cost has gone from £142.00 - £376.00 – how can you justify this increase.

7. First-come, first-served does not seem a fair approach to enable businesses to apply for permits, surely this should be based on a negotiated approach with local businesses to have dedicated parking spaces.

8. Issuing of business permits does not offer businesses secured / daily allocated parking – as an example the few parking bays that are going to be available (none of which are close to our building) could have all been taken up by 'pay as you go' vehicles. Where would local businesses then park for the continuation of their business operations?

9. Will you be issuing more business permits than available parking spaces?

10. Courtesy vehicles – if any of our fleet vehicles go in for a service or are in an accident, we are allocated a courtesy vehicle, which maybe for a few days to a few weeks. We will incur additional

work and cost for a temporary replacement permit, and then the to change the permit back to the original vehicle or will have to pay daily charges on top of our current business permit (if we are even able to get a permit in the first place).

11. These restrictions do not encourage businesses to stay in the area, which has begun to see many businesses closing down and is looking extremely run down and dirty. Crime is on the increase in the area with regular traffic accidents and drug dealing – none of which is being dealt with. The impact of CAZ and the proposed parking restricting are seeing an impact on the value of local business premises in the area.

12. As stated on Birmingham City Council's website 'One of these additional schemes is to introduce parking controls on all streets within the CAZ and prevent anyone parking all day for free. This should further discourage people from driving into the CAZ and should make it easier for residents in the zone who have vehicles to park near to their homes. Has any research been carried out to see if this is the case? There was no mention of local businesses in the CAZ area or makes sense to local businesses, as we still have park our vehicles (which come into the CAZ area) to run our businesses from.

13. At present, the volume of traffic / parked cars that reside in this area, the parking permit bays etc will not suffice, as many cars park on the pavement.

14. As an employer, we have an obligation that our staff can commute to work and safely, if these restrictions are put in place we cannot guarantee this and when a staff member cannot park their car, they are unable to come into work - what then? How are we meant to run a business if our staff cannot get here?

In this difficult economic climate, we would hope that the council will reconsider this proposal, as we are already facing enough obstacles.

A more fair and practical solution would be to offer secure parking in the business areas to local businesses only, which would restrict individuals from parking in the local area so as to avoid higher parking charges in town.

Inline with yours 'Business Growth West Midlands' ethos of 'enabling businesses to grow and succeeded - this is CERTAINLY NOT THE CASE HERE in Newtown.

You are pushing businesses away from this area, we are already in the CAZ which impacts our business massively cost wise and we feel that local businesses are not being consulted or LISTENED TOO!

We therefore strongly OBJECT to these proposals."

Unett Street

1. "I'm against this proposal."

2. "This is a community area where families often gather strengthening our neighbourhood bond. Initiating a parking permit would likely disrupt this, as many families who live outside this area would not be able to pay for a permit."

3. "I totally oppose the idea as my neighbourhood is a totally deprived area and surely there are better things that can be done to minimize on-street parking such as giving residents the opportunity to have dropped curbs so they can park into their homes thereby minimizing on street parking. The 2nd option is to make it cheaper to get a dropped curb. In general, I think this parking charges are just a mere money making scheme and nothing else. It is a punishment to the residents of this area and nothing else. It has been poorly thought through and not enough of consultation has been made for it as many people in my neighbourhood are not aware of it. The fact that the public transport services are not great in this area that will further add hardship to the residents of this area."

4. "It was important for us to be invited to attend the drop-in session at Manton House on Tuesday 5th March 2024, regarding Newtown (St Georges) parking scheme. We must say a lot was said and highlighted regarding the scheme and it was good to have a conversation with Robert Bird and to highlight our individual concerns.

Having previously attended other consultation meetings regarding this matter and also corresponded with Philip Edwards in 2021 who did come out for a site visit to view where we are situated and for us to discuss our concerns directly. We now further wish to emphasise the impact the proposed parking scheme will have on us and to make sure we are not forgotten in this process.

To acknowledge how much the area has changed over the years, the layout at the time of developing it back then no longer works sufficiently for us as residents as parking in the area has become problematic.

What is the front of our property (accessible from Unett Street) is no longer convenient as it has become problematic for deliveries, tradesmen, emergency services and particularly Severn Trent who need to gain access to the manhole covers situated on the property.

Now that it has become apparent how inconvenient the access from the front is, the usage of the rear of property has become even more essential, due to the fact that we previously used the garages at the rear of the property.

The accessibility at the rear of the property has become important to us for the following reasons:-

- Our property is adjacent/attached to the existing driveway that was formerly the access to the garages.
- Service providers accessibility is easier at the rear
- As a lone female resident who works late and sometimes come home when it is dark, for safety reasons accessibility here has become very important to make me feel safe.

Now that the new parking scheme is proposed to be implemented the accessway, which is retained for resident usage only, will become attractive to people who do not want pay for permitted parking and this will cause more inconvenience to us.

Our suggestion is:-

- For the accessway to become a designated parking area for residents only (No 6 – No 14 Unett Walk only) with the view that each property park within their boundary line of their property.
- For the opportunity to utilise some of our own land to park on together with a drop kerb provided by Birmingham City Council or we are open to any other possible suggestion in the form of us purchasing it to create our own accessibility to make parking on our property possible. We are aware that this is a privilege now enjoyed with any new build property as seen in the area and we have also observed that this has now happened with properties on Unett Street where residents are now parking on their land when they previously did not."

5. "WHY should we pay to park outside where we live? Family members won't be able to visit as much as before as we are pensioners on a set pension so won't be able to keep up the payments for visitors permits at £12 for now but in the future, it is only going to go up and up. As residents we should not have to pay. FULL STOP, Only the ones who don't live in the area. The Clean air zone does not work as it has caused a gridlock around the area i.e. The Queensway, New John St West Summer Lane, etc etc"

Uxbridge Street

1. "I have concerns about this decision."
2. "The current parking spaces are fine we do not need restrictions and permits because that's cost money for no reason".
3. "We don't need restrictions and permits because that cost money."
4. "I'm not offering any permit parking".
5. "I don't when any bays parking"

Others

1. **(B19)** "As we are in a non-residential area, we will be greatly affected by the lack of parking for businesses which will affect all businesses in the area. This needs a rethink of how it affects businesses already having issues around the costs of ULEZ"

2. **(B16)** "I need to be the park free because we came to community and pray, and we have activated. We need to be free. Thank you"

3. **(B12)** "The area is a deprived area, and you want to charge people with minimal income to park. Because you have implemented a CAZ, BCC has created a problem of city people parking. Now you want the people of this community to pay to park their cars at their home for this issue that should of been recognised and solution found.

Your intentions in a community already struggling with cost of living, the impact of HMOs were sustainability and Environment seems to be lacking in equality for most Black Diverse areas in Birmingham.

We will have to pay additional council tax for BCC failings in Diverse communities, now we pay to park.

Whilst Sutton gets Levelling up funds are the diverse communities paying for it would not surprise me.

Black councillors stated the inequality faced by communities and communities acknowledge this inequality, and communities will be calling it out.

I appreciate the impact on parking, but Environment is more important not paying again for councils' decisions that impact on parking in residential areas. Make our streets safe were women feel safe that is a priority not taxing to park outside our homes."

4. **(B13)** "Parking charges are too low.

Housing in the city centre is 9 times the cost of parking for the equivalent amount of space.

The council is bankrupt and increasing on street parking charges is a progressive way to redistribute money from the people who have most to pay for services. £299 per annum is ridiculously cheap for a major urban centre."

5. **(Not Stated)** "Hi please confirm when I was supposed to of received notification of the 2019 meeting. Many years ago parking control was trying to be enforced...But the residents did not agree with it and it was abolished."

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

Great Hampton Row

I would like to formally object to the proposal to introduce permit-only parking on residential streets in the St Georges area of Newtown.

I support the Clean Air Zone initiative and appreciate the actions to reduce pollution. It is an excellent way to protect the environment and promote the well-being of residents.

However, restricting residents' rights to park outside their own homes is entirely at cross-purposes with these goals.

The area is already inside the CAZ, and the proposal will almost exclusively affect the residents. Requiring someone to pay to park outside their own home does not in any way encourage them to use their car less or to reduce pollution.

People are already isolated, especially in the aftermath of Covid-19. Parking permits will discourage friends and family from visiting. Many residents need visits from carers; there shouldn't be an additional financial burden or stress about visitor parking permit books just to be looked after by a carer.

I understand that there is consultation with residents and local businesses. However, I haven't found any references to studies on the predicted and potential economic effects of the proposal or that of similar schemes in other cities in the world. The proposal appears to be what someone thought 'might be a good idea'. Or a more pessimistic view could be that it is a way for the council to generate revenue at the expense of residents.

In what is already one of the city's poorest areas, necessitating the purchase of parking permits to return to your own home is cruel. It will make the area less desirable, and property prices will fall. In addition, it will discourage businesses from opening in the area, and companies already in the area will lose customers and clients.

Please consider my views.

Stainsby Avenue

1. We know it will go ahead but I wish to object to the residents of Newtown having to pay to park outside their own homes. We already pay Road Tax We also have the Clean Air not everyone can afford another car two thousand pound is not enough to get a decent car. The bus that passes through our area is the 52. It runs every twenty minutes if you are lucky. Every half an hour after 7pm. Bus prices are very expensive if you have a family. Also, why should we have to pay to have for people visiting us? You are hitting the poorest people yet again. What about the carer's who come

and help the elderly? The people who visit The Food Banks? The money would be better spent on filling in the pot hole that are all over Birmingham. People who think it's a good idea do not know or live in the area. The shops will go out of business. Factories their workers will have to pay not only the clean air price if their car is not the right registration plus parking.

2. You said permits will be free for two years, but it does that include visitors permit Because the leaflet isn't very clear. I would like to object to the proposals of the residents of Newtown having to pay for our family and friends to come and visit us. we already pay Road tax I Yet again you are hitting the poorest in the area. Not only do we have to contend with the Clean Air I would like to know if you will publish the difference after a year. Where is the money going to go? The 52 only comes through my area of

Newtown every twenty minutes (if you are lucky). The money would be better spent filling the potholes on all the roads in and around BIRMINGHAM. This area is going to lose a lot of businesses i.e. the local shops and factories will probably pull out of the area worker will not be able to afford to go to work paying £8 a day plus paying for parking. Mine it's already a done deal. Hope you do read and respond. Stay safe and well.

3. Outraged and disgusted is how I feel at this proposal!! I would like state a strong condemnation and FORMAL OBJECTION against the upcoming parking restrictions on Stainsby Avenue and do not want any parking restrictions to be made on this street. The reasons for this are due to my elderly disabled mother who lives on Stainsby Avenue. I and other family members make alternative arrangements to visit her to ensure she is being cared for. This would also mean that every visit we make, we would have to use a visitors permit and as this would cost £3.75/ 5 visits, it would add to an unnecessary cost to all of us and to any friends and family as this will prevent any of our relatives or her friends from visiting my mother, due to the additional costs. Furthermore, following the Covid 19 restrictions and lockdowns this has had a significant impact on her, and all our mental health and these further restrictions will only increase the effect on our mental health. I would also like to add Stainsby Ave is a residential street and should not be subjected to these charges as it is unfair to all the residents on the street, as this would not only restrict visitation but also have a significant impact the value of the property due to the parking restrictions, thus reducing to sell our home in the future. Can you please advise me on what the process will be to review the concerns raised by the local residents? As the actions of implementing these parking restrictions will have severe consequences on her mental health and the ability for us and our family to visit our mother. Also, to add the effect this would on local business, it's disgusting how Birmingham city council will be the ones responsible for their closure effecting the income of how many families!

4. I would like state a strong condemnation against the upcoming parking restrictions on Stainsby Avenue and do not want any parking restrictions to be made on this street. The reasons for this are due to my elderly disabled mother who lives on Stainsby Avenue. I and other family members make alternative arrangements to visit her to ensure she is being cared for. This would also mean that every visit we make, we would have to use a visitors permit and as this would cost £3.75/ 5 visits, it would add to an unnecessary cost to all of us and to any friends and family as this will prevent any of our relatives or her friends from visiting my mother, due to the additional costs. Furthermore, following the Covid 19 restrictions and lockdowns this has had a significant impact on her, and all of

our mental health and these further restrictions will only increase the effect on our mental health. I would also like to add Stainsby Ave is a residential street and should not be subjected to these charges as it is unfair to all the residents on the street, as this would not only restrict visitation but also have a significant impact the value of the property due to the parking restrictions, thus reducing to sell our home in the future. Can you please advise me on what the process will be to review the concerns raised by the local residents? As the actions of implementing these parking restrictions will have severe consequences on her mental health and the ability for us and our family to visit our mother.

Unett Walk

1. Although in principle I support the CAZ, I am objecting to the Proposed St George's Parking - Traffic Regulation Order, this is due to the concerns I have about the impact the proposed parking zone will have on me and my fellow residents (6- 14 Unett Walk). I have already written directly to Philip Edwards and copied in MP Shabana Mahmood, to express the concerns and issues I have which are as follows:

- When attending the earlier CAZ Consultation meeting, held at the University of Law on 18th July 2019, and having the opportunity to view the proposed plans, our property location was not included on the plans. I did address this at that meeting and wrote to Iain Davie as a follow up to it but the plans have remained the same again in this further communication about the Proposed Traffic Regulation Order. Our property is not included on the plan or listed in the covering letter we have received. I discussed this with Philip Edwards and advised it would be more helpful to him to meet on-site to see and fully understand the issues I and my neighbours experience on a daily basis at our property location.
- I currently park at the rear of my property (6-14 Unett Walk) at the access way here which is used by all of the residents located here and has been for over 40 years. As a lone female when I work late parking here enables me to access my property safely when it's late and dark. The access way is vital to us as it enables access to the emergency services, tradesmen such as Severn Trent, regularly come there to gain access to the manhole covers situated on my property and it is also easier to receive the delivery of large goods for us.
- I and members of my household previously rented and used the garages on the site for over 40 years before they were demolished in February 2019. Due the changes with this as well as other changes around the area and the layout of our property it has become even more essential for this access way to be maintained to service our needs. As a matter of fact, it needs to be changed in a way where it becomes a permitted parking area for the residents at 6-14 Unett Walk only to

avoid it being accessible to people (non-residents) who use it to avoid paying for parking while going into the City Centre all day and returning in the evening.

Having had a visit from Philip Edwards on 7th June to highlight the situation, I await your proposal of how our location will be included in the Proposed Traffic Regulation Order plans to meet our needs. I am open for further discussions of the proposal.

2. My elderly disabled mother who is 84 lives in the area affected. 8 Unett Walk, which backs onto Smith Street. The main entrance and exit my mother uses to the house, is the back door as this allows her access to the car. She cannot use public transport as she is now too frail to do so. There are handrails to assist her to step out of the house and also along the shed to allow her to leave the property from the back gate.

Cars have been able to park on this strip off Smith Street for over 40 years. Previously, there were garages which were removed, and the area fenced off, which is currently derelict.

My mother requires wheelchair access from the property and needs a space at the back as she is unable to walk for more than 20 yards at a push. We have not asked for a disabled bay before, but there should be one for her as she is a blue badge holder.

She lost her husband 2 years ago and her health has deteriorated, this is both physical and mental health. She relies on support from her children and to do this we need to be able to pick her up take her to appointments or shopping or to do every day normal activities. The introduction of a permit to park will prevent her from having any visitors and would make her a prisoner in her own home and make her depression even worse.

I object to the plan as it discriminates against people with disabilities and people on low incomes. In addition, my mother speaks little English and certainly cannot read English and you have denied her right of consultation by not providing documents in a language she can understand.

There is no car registered to the address as me and other siblings do not live at the address.

I have recently purchased a new car to meet the requirements to enter into the clean air zone. Neither I or my siblings should be expected to pay for any visitor passes to be able to visit our mother. We need to do this quite frequently, to assist my mother with her needs and our stay will be longer than 4 hours.

I would like to know what provision or dispensation have you made for these types of visitors? I understand that the residents have a permit free for 2 years, but this is if a car is registered to the address. Neither my car or any family car is registered to the address.

I have to regularly attend to my mother which could be any time of the day. I work and pay my taxes.

I totally object to the proposal on the following grounds

1. You are discriminating against a disabled person
2. you are discriminating against a person on low income.
3. You are discriminating on grounds of race as you have not provided adequate explanation in languages to those of the constituent.

I would ask that you make clear provision to waive the fees for family and visitors, provide a disabled bay for my mother and a ramp to allow her to access and leave her house at no cost to her.

3. I write on behalf of my mother who resides at a property located within this order.

Mother aged 84 has resided here for over 40 years. English is not her first language, your notification is all in English, when she sees an official letter, she gets anxious. She is now widowed and has mobility issues and is unable to walk long distances. She does not have a registered vehicle at this property but is in possession of a Blue Badge, which my car is currently listed against this badge, and this enables me to take her for her relevant medical appointments and shopping. As she resides in a Walk, the only place to park has been either on Unett Street, Smith Street or right outside the rear of her property which used to be an access road to garages owned by the Council. These garages were demolished a few years ago and have now been gated off. As residents we still do not know what the purpose of this land is as planning consent for houses to be built was withdrawn by the Council. I understand currently for the first two years that residents with registered vehicles (up to 2) will be exempt from charges but will incur this after this period of time. I think this penalizes my mother. I am an informal carer for her. I visit the property in the mornings, to ensure she is out of bed, I see to her lunch needs and again when she is about to go to bed. Under this scheme she is not entitled to a resident permit, and I will need to either utilize paid parking bays or use a visitors permit. Paid parking bays will be taken up by those that work around the area, so no chance of getting a space. Also, visitors permit - how long is this for is it for a short period of time or will it be the same as the 8am - 6pm - park for 4 hours with no return within an hour. I see that the rear access onto Smith Street will have double yellow lines can we check this is wide enough, it is very difficult to see around large vehicles that are parked there. Even though this road is marked as 20 speed limits, we still have non-residents and residents using this as a route to do 40! I note that elements of Smith Street will have permitted parking - are there enough spaces? Can the whole one side not be marked for residential, and visitors permit bays? There are 3 car parks in close proximity to the 3 or 4 business on Smith Street closer to Great Hampton Row, why can they not be encouraged to park there? If the access road will also be marked out as bays - how many bays will there be? By the railings can we also have double yellow lines drawn as this would then aid us in turning our cars rather than to have to reverse onto a main road with limited visibility. In terms of the businesses those that are near to the entrance of the access road will have deliveries - these can take over 40 minutes to unload, how will this be enforced - having yellow lines will not deter them. The ex-council garage land - have you considered in making this as part of residential permit bays? This I am sure could hold up to 50 cars - you could then allocate some business permit bays too and paid parking bays. You could create an entrance from smith street with one entry in and one entry out. Only issue would then be noise, but you can address that with notices. Also, I do not understand why the operation is Monday to Saturday between 8 - 6 surely this should be Monday to Friday only and permit bay/visitors' bays 24/7 365 days a year. This is impacting on my mum's wellbeing and mine too. The stress I will have to endure to ensure she gets anywhere is very difficult to comprehend at the present moment in time. Family cannot visit as they have to pay CAZ fees and now pay parking on top. My sister who helps when I cannot needs to pay these fees. Why do you tax the poor? I understand that Birmingham need for clean air but why penalize this for those that cannot move? Not your issue I hear but if this was an affluent area such as Sutton Coldfield or Solihull then the roads would be marked with yellow lines, and they have driven to park their vehicles. In principle we have no

objections but have a number of reservations as listed above. Ideally my outcome I am looking for is two dedicated residential permits, one to be used directly outside the rear of her property marked as a disabled bay. One permit to be used as close to the property. Not having a registered car should not be a penalty for a property which is a family home of 4 bedrooms. I think you should allow 2 residential permits per property irrespective of whether there is a car registered or not. I look forward to receiving a response but propose a site meeting so I can explain in person my views or the opportunity to a drop-in session as previously held at St Georges Centre.

Uxbridge Street

I pay no charge to park at present. Although the fee is nominal now, we all know it will just keep increasing. My son brought a vehicle which was compatible to drive in Bath, but Birmingham is different criteria. Now my son has to pay to visit. Why should people pay who have lived here many years. Residents who have lived here a long time should not have to pay. People who move in the area Now should pay, knowing that there is a charge. Why is there no email to respond to on paperwork left at my house? But there is a postal address.

2. Local Business Owners

Barr Street

Howard Brothers Engravers formally object to the car parking permit proposals as this will impact greatly on our business as we are located on Barr Street and these plans affect this road and the surrounding areas. Employees who travel from afar to get to work use their cars and are in and out throughout the day. Our day can start from 7am and therefore using public transport is not an option. We also use freelancers who travel from a different county with their equipment and therefore public transport is also not an option.

We are a manufacturing company and often have visitors to come and service machines and have at least 4 deliveries a day which include heavy materials (metal, machines etc)

Customers also come and drop of jobs and talk through the job face to face with employees as this is important to our work. With these car parking restrictions in place, it is possible that we may lose customers which will affect our business and future employment.

Hospital Street

1. Not fair on people working here to have to pay for the parking. I personally have been working here for over 6 years and I find it shockingly unacceptable to have to pay in order to be able do work.

2. This is going to affect our business, we have 50 employees', I would say at least 25 drive their vehicles to and from work. With Covid still around and not just our business we are all finding it a struggle, and further cost that will occur will have a devastating effect.

Some of our employees are only on minimum wage, how are they able to pay £8-£9 per day, it will not pay them to come to work.

Lower Tower Street

Our company objects to the St Georges Parking Traffic Regulation Order proposal that will affect Lower Tower Street and the surrounding roads. The objection is based on the following grounds:

1. The introduction of this scheme will significantly impact the business viability and disadvantage our employees. As a business, we are classed as a key and critical supplier to the MOD and utilise unique skill sets to support the MOD's strategic defence requirements. We expect the proposed parking fees generally will cause people to leave, causing issues for attraction of talent, potentially impacting deliveries to several Government projects.
2. We operate various shift working patterns from 06.00 to 22.00. These patterns fall outside of the remit of accessible public transport. The location of our site would mean at least a 20-minute walk to New Street Train Station and supporting bus operators, which is not feasible for some staff members. There is added concern that a car is for some not only a means of transport but also something that allows our employees to travel home safely very late at night or in the early hours of the morning, especially in a mainly industrial area with very limited public footfall. The Covid-19 pandemic has also caused some anxiety towards the use of public transport, which we do not wish to exacerbate.
3. The proposed payment charges, including the length of stay, will cause financial difficulties to those who cannot meet the costs. The charges are more conducive to an area where vehicles come and go. Once our employees are parked, they remain for an 8-hour + shift. There is no option for all-day parking in your charges. It is not feasible for employees to try to relocate their vehicles after four hours. We feel this will negatively impact the company in respect of lost working hours and will discourage employees from coming to work.
4. Our employees have already been impacted by the clean air zone. They will be further affected on top of this by the charges of parking where they were not eligible to apply for the exemption. For earners of less than £30k, there was the facility for exemption for 12 months while individuals reviewed their vehicles and options for transport to work. Why is an exemption or reduced rates not available for workers, whether for 12 months or an extended period of time?
5. As we operate in a predominant business area, we question why business permits are much more expensive than residential permits?

We strongly urge you to reconsider these proposals.

New Summer Street

I'm objecting to the plans as my Business is in the hospitality industry and it does not give any indication of what effect it will do to my customers.

With the pandemic hitting us hard as we were the ones who were the last to reopen and with CAZ also coming into play in this area and effect our trade too.

Everything outlined will not benefit my Business and going forward seems the end of trade for ourselves .

Mon to Sat 8am till 6pm - Your timing does not help our trade too.

Saturday is our busy period and we open at 10am and are busy throughout the day.

We will be losing a lot of our revenue.

Suggestion would be Monday to Friday would be a good alternative.

Visiting Permits - Why is that only residents can only get these booklets for visitors but Hospitality trade? We should also have them for our customers who frequent our establishment too.

I'm actually not very happy with these plans .

If residents are the ones that are proposing this cause of people parking outside homes then this scheme should only be enforced where majority of residents live .

It will only benefit them but as for Business wise this could be the down fall of trade and closure of many trades especially HOSPITALITY.

Pritchett Street

1. We are writing to object the proposed Birmingham City Council Traffic (St Georges, Newtown) Regulation Order 202. Having looked at the proposed maps that have been included as part of this plan, we notice that the whole of the area in front of our store has been assigned as an ""no waiting at any time"" area, with the remaining area as pay and display for a restricted amount of time.

Given the impact that we are already facing with the Clean Air Zone charges with a reduction in the number of customers coming here, these proposed changes would have a further negative impact on our business, which we believe would then lead to the closure of our business, as this would seriously affect our ability to trade.

This then would lead to a loss in tax revenue and also the loss of employment for our workers here. We would hold the council responsible for these negative impacts which would then close a business, which is contributing in providing employment and paying various business taxes.

We ask you to take the points raised above into consideration and to cancel this proposal."

"We are writing to object the proposed Birmingham City Council Traffic (St Georges, Newtown) Regulation Order 202. Having looked at the proposed maps that have been included as part of this plan, we notice that the whole of the area in front of our trading area has been assigned as an ""no waiting at any time"" area.

Given the impact that we are already facing with the Clean Air Zone charges with a reduction in the number of customers coming here, these proposed changes would have a further negative impact on our business, which we believe would then lead to the closure of our business, as this would

seriously affect our ability to trade, as we do have deliveries of stock here, having this ""no waiting at any time"" zone would then also affect how these deliveries can be made.

We would hold the council responsible for these negative impacts which would then close a business, which is contributing in providing employment and paying various business taxes.

We ask you to take the points raised above into consideration and to cancel this proposal.

2. We are writing to object the proposed Birmingham City Council Traffic (St Georges, Newtown) Regulation Order 202. Having looked at the proposed maps that have been included as part of this plan, we notice that the whole of the area in front of our trading area has been assigned as an "no waiting at any time" area.

Given the impact that we are already facing with the Clean Air Zone charges with a reduction in the number of customers coming here, these proposed changes would have a further negative impact on our business, which we believe would then lead to the closure of our business, as this would seriously affect our ability to trade, as we do have deliveries of stock here, having this "no waiting at any time" zone would then also affect how these deliveries can be made.

We would hold the council responsible for these negative impacts which would then close a business, which is contributing in providing employment and paying various business taxes.

We ask you to take the points raised above into consideration and to cancel this proposal.

Summer Lane

From the TRO plans it seems that there will be double yellow lines outside of our building, even though we have a dropped kerb the length of our building on Summer Lane, with loading and unloading facilities. We need clarification on what we are and are not able to do if the new restrictions come into force. Below we have outlined the impact these restrictions would have on our business operations:

1. Due to the nature of our work within the electronic security industry, our premises need to be accessible 24/7, 365 days a year – this access needs to be immediately by our business premises.
2. Several staff members (including our engineers) need to visit our premises at different times of the day, for meetings, collect valuable equipment, or to return said equipment or visit clients' sites. Several vehicles are coming and going throughout the day, needing to park for a short period of time or several hours.
3. Our equipment is extremely valuable (many items are heavy), vehicles need to be close to the building to stock up engineer's or courier's vehicles, they cannot be wasting time driving around to find a parking space that is a distance from our building.
4. We have a stock room, that has daily deliveries, once received these items maybe courier to client's sites for installation/service work – again they need to be outside of our building to do this.

5. Courtesy vehicles – if any of our fleet vehicles go in for a service or are in an accident, we have a courtesy vehicle, which maybe for a few days to a few weeks – this will cause us additional work and cost to have a replacement permit, and then to change the permit back to the original vehicle.
6. Business permits – whilst residents are given a two-year leeway for their vehicle permits, it does not seem fair that businesses are incurring the brunt of the parking costs. We object to the cost of the Business Permits and question why we are not offer the same support as local residents.
7. First-come, first-served for Business Permits does not seem a fair approach to enable businesses to apply for permits to try and alleviate disruption to their daily operations. Surely this should be based on a negotiated approach with local businesses.
8. How do you know that individuals will apply for a Business Permit, but not work in the area for a local business?
9. Issuing of business permits does not offer businesses secured allocated parking – as an example the few parking bays that are going to be available could have all been taken up by ‘pay as you go’ vehicles. Will you be issuing more business permits than available parking spaces?
10. These restrictions do not encourage businesses to stay in the area, (which is beginning to look extremely run down and many businesses closing down) or for new businesses to move into the area. There is concern with the introduction in CAZ, and now the parking restrictions the impact this is having on the value of our business.
11. Overall, these proposed parking restrictions do not take into consideration the implications they will have on business operations. A more fair and practical solution would be to offer parking only to local business, so as to restrict individuals from parking in the local area who do so to avoid parking charges, which are much higher the closer you get to town.

3. Employees of local businesses

Hospital Street

1. I'm an employee at a local company. Located on Hospital Street which in the location of the proposed TRO. I wish to object to the proposal as I feel having to come to work and pay an extra cost a day/year extremely unfair. The company and I are still finding it a struggle while COVID was and still is around.
2. I object to this proposal as I struggle to pay for transport as it is let alone incurring additional parking fees. Members of staff at our workplace start later than most and will therefore be paying for a space that they will more than likely not get the chance to use. I believe it's an unfair idea especially after bringing in the clean air zone this year also.
3. I do not agree to the implementation of the St Georges Controlled parking zone Traffic Regulation Order due to the number of people that work in this location who are already being impacted by the charges relating to the CAZ. I hope this proposition can and will be rejected.

Lower Tower Street

1. object to removing parking or adding parking charges! Parking is already limited meaning people have to get to work earlier just to get a space. Removing parking will increase the stress of people getting to work early. Adding charges discriminates against the low paid workers which can affect their ability to continue working for that company, putting their financial well-being at risk. The system of how it works now is fine and there is no reason to change, stop trying to get more money out of lower income earners!
2. I drive in from Tamworth every day for work which costs fuel money. There is already limited parking on that road and car parks get full, I sometimes have to leave way earlier in the morning. Having charges will be making people coming earlier just to get a spot, people will start thinking they own that spot and always parking there. People who struggle on lower paid jobs will have to leave as they won't be able to afford the parking bill. I think putting this in after the clean air zone is over the top and is making it hard for the people working in Birmingham. I think this is a bad idea and should be stopped.
3. I have already changed my car to a electric car to comply with the clean air requirement at great expense to myself, this seems like it was a pointless exercise and i should just not work in Birmingham moving forward if this is implemented. It seems just more ways to ensure we have no one coming to this great city anymore.
4. I work within the area and will not be paying this charge not only have I had to change my car to suit the emissions but now have to pay to earn a living it's beyond a joke.

5. I object to the introduction of parking charges on lower tower street, this is an industrial area, no residential buildings. these charges will have an adverse effect on this area with limited parking time. people who travel to work in the area will have to park elsewhere, just making a problem in another area, the only council car park is a rubbish tip and is not used. Many of the employees are on national minimum wage and cannot afford the charges. If you want to charge for parking in this area, make the charges for a whole day or 12 hours of something sensible so that people can go to work.
6. I wish to formally object to the TRO in its entirety due to the impact it will have on surrounding businesses within the CAZ. Speaking specifically regarding my place of employment, those who will be financially affected most are the lower paid staff with no option to work remotely and are expected on site five days a week. Not only will a percentage have to endure a charge for entering the Clean Air Zone, but they will also now be forced to make a payment for parking within a reasonable distance of the business (either privately or publicly) which is effectively a ""double hit"" just so that they can come to work on a daily basis. I imagine one of two things will happen, it will either.
 - A) result in employees or potential employees turn away from positions within the company which affects long term growth and sustainability which could impact the rest of the employees within the business and at worst case force closure of the business.
 - B) See a dramatic increase in the use of what will be the cheaper private parking spaces in the area which will quickly become overcrowded defeating the object of minimising the number of cars coming into the zone. This will potentially lead to the prices of these privately owned car park increasing to capitalising on the need for local parking spaces. This is all to the detriment of the employees who just want to earn a decent living who have no control over where their place of work is situated.
7. I am aware of the ""business permits"" that are available for purchase but in some cases, you are looking at over a hundred employees to cover without considering growth. Which could result in a bill of £15,000+ a year per business which they may not cover. It may seem trivial when compared to the targets of reduced carbon emission, but the impact of employees should not be taken lightly.
8. I object to this as there is not enough adequate parking as it is and the cost is extremely high. I may as well stay at home. What considerations have been made for people like me that want to go to work for approximately 8 hours a day. This is just another way to punish the working class. We have endured a year of covid hell and you now decide to do this. It is a disgraceful way of treating the hard-working people of this country.
9. I am against any parking restrictions around lower tower street and the surrounding roads in the area. Presently i park around these roads when attending work which is every day from 7-4pm and the proposed restrictions are during these hours.
10. I formally object to every part of the parking charge. I have a wife and 2 young children who depend on my wage for a roof over their heads and food in there belly's. I genuinely can't

afford an extra £45 a week on just parking my car near my place of work. I feel this would be extremely threatening on myself and work colleagues as due to the current and past climate it's been tough to make ends meet anyway. If this was to happen, I'd have to take other options in terms of my career. I've already changed my car as part of the clean air zone and for this now to be considered is outrageous. Please think of the hard-working people that work in the area when putting this bill through.

11. I object. Just had to purchase a new car because it doesn't meet the emissions zone and now you want to charge me to go to work it is absolutely unnecessary and unacceptable, if this goes into place it will pressure on even more businesses that are already struggling because of coronavirus it will force places to shut down.
12. I feel extremely annoyed and upset that I will have to pay for parking at my place of employment, I already contribute to paying my taxes including car tax why should I be penalised for parking at my place of work? The council are adding another anxiety to my financial circumstances, and after the last 18 months of COVID and people losing jobs this is another burden I am facing. I totally object with these charges coming into force in a area where there are many businesses that bring financial gain to Birmingham and where no residents reside.
13. I currently work at precision ceramics on lower tower street and quite simply cannot afford the £4.50 a day to park outside of work, not only that the maximum stay is 4 hours yet I work an 8 hour day. It makes no financial sense to pay for my car which I need outside of work and a bus pass solely to come to work just to avoid parking charges. The notice pinned to the lampposts mentions a business permit with a price yet no details on what it is? Do I have to pay that because I work in the area or does my employer? Will this guaranteed space seeing as I'm buying a permit for a space I've parked in for free for the last 8 years.
14. I object.
15. I am objecting to the St Georges TO as it is unfair to employees that have to park on the street as the company car park is restricted to management only not the everyday employee. Also, the fees involved would make it impractical to work for the company as the wages are not enough to cover the extra outgoing and would cause hardship for my family and daily living costs.
16. On top of that you have the clean air charges, which I have got a temporary exemption from, but this does not detract from the fact of the number of charges you are intending to levy against drivers of cars that cannot afford to upgrade to newer cars.
17. I formally object to the introduction of parking charges in the areas surrounding Lower Tower Street. The introduction of charges is not valid as this is not a residential area but a place of work. Parking around Lower Tower Street does not inconvenience local residents as there are none. Only factories occupy this area. The introduction of parking fees will not reduce traffic, as employees will still require parking. The effect of the introduction of parking fees will not

reduce congestion as employees will still have to travel into Birmingham by car due the poor public transport and the distance travelled. The only impact will be to discourage employment in the area. I would have hoped that Birmingham City Council would be trying to do all they can to encourage employment. The effect of parking fees will discourage employees from travelling into Birmingham for work and increase unemployment in a commercially derelict area extinguishing the last light of employment in a once prosperous city negatively impacting supporting businesses like cafes and restaurants leading to more poverty and dereliction in the area.

18. I would like to oppose the proposed plans for parking charges in the St. George area of Birmingham. Not only will this have a devastating impact financially and practically on hundreds of workers, I believe the plan is fundamentally flawed from the start. You state that the proposed plans hope to achieve a cleaner atmosphere by deterring cars from being in the city centre. I quote, "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." I agree with this, but placing car parking charges in an industrial area with hundreds of workers is not going to solve the issue.
19. The reality is that these workers will still need to drive to work. It is not possible, practically or financially, for many of these workers to simply get public transport or find other ways to work. For me personally, I have just had to buy a new car to get around the CAZ issue, and now I will have to either leave it at home and pay for public transport on top of my car insurance and finance or continue to drive my car but have to pay a daily charge. Public transport would also add an extra 60 minutes onto my journey to and from work, meaning I am out of pocket and have had 2 hours of my day taken from me. There are countless similar stories from colleagues. So what you will have is, the same amount of cars on the roads, with the only difference being that they have been charged up to £9 a day. Therefore, the council will not have achieved its objective, but will have profited from those of us who have no choice but to drive to work.
20. There is also the issue that your terms state parking is for 4 hours maximum, our workers often undertake 8-10 hour shifts. How would this work?
21. In any case, workers will be forced to find parking on the outskirts of the CAZ, which will only increase pollution in these areas and offset any reduction in pollution within the CAZ. On a more personal note, many of these workers have been key workers during a pandemic. Whilst the world went into lockdown and were furloughed, my company in particular carried on working every single day. We make parts for science, medicine, defence. These workers are vital for our national health and security, and to hit them with car parking charges is unethical at best.
22. Many staff members have only just recovered from having to sell their old diesel cars and get new cars to satisfy the CAZ criteria. For me personally, I now have a new car on finance which will be sat at home whilst I either have to spend extra on public transport or extra on paying to park my car. I do think the plans are a good idea in some cases. For example, it may put off

those who decide to park on these roads at weekends and walk into the city to benefit from free parking. But for the hundreds of essential workers who have worked here for decades it is unacceptable. I'm sure we would all like to protect the planet, but I do not think that these plans will solve the problem, they will only leave hard-working, tax-paying citizens out of pocket and time. I hope you can devise an arrangement that supports these workers if the plans do go ahead.

Not Specified

1. I totally object to the parking charges. I have been at my present job for less than a year and due to the pandemic, this is my third job within two years. I need to work and i have worked extremely hard to get jobs in the difficult job market and at my age and now if the charges are kept, I will have to attempt to find another one. The fact that I will have to pay to park so to attend work and on my low wage of £10 a hour will mean I will be forced to leave. The roads I park on are not residential so why the charges? it is a disgrace and just another attack on the motorist. At nearly 63 and with a number of medical conditions public transport is not an option when you consider the company is a good 15-20 walk from public transport and by the time, I have had a hard day at work it is impossible for me to undertake a hour and a half journey home.
2. An unfair charge on my colleagues who need to park here daily.
3. Ladywood has areas of deprivation additional charges to park next to your home is more of a money-making scheme. Really has nothing to do with clean air, if it was areas and roads around spaghetti junction would have been the priority not city centre. So, this is definitely a money-making scheme that is why most people in Birmingham disagree.
4. I completely object i think it is unfair to people who work in the area and don't particularly earn a great wage its making getting to work even more expensive with the clean air zone. Forcing charges like this will force people out of a job! Disagree.
5. As an employee in the area these charges would have a big impact on my earnings, and I would have to seriously consider finding other employment in what are challenging times.
6. I object to the parking fees, there are a lot of factories and places of work in the area with public transport simply not being an option for a lot of people.

Smith Street

I which to object to the TRO , I appreciate the idea behind the TRO and don't object to paying for a permit but the part I wish to object to is the amount of parking bays for people who work in the area, the company I work for, Ashton & Moore (A&M), are a medium size company with approx. 80 employees, the amount of people who travel to work by car at A&M would take up a good portion of the allotted parking bays in they area, Smith Street has quite a few businesses on it but you have allotted very few parking bays for employees of those companies, how did you work out the ratio ? or are you trying to force people to park in the pay and display car parks?

Uxbridge Street

I am writing to make my objections about the proposed TRO measures relating to Uxbridge Street, Newtown, Birmingham B19.

The specific measures I am writing to object to are as follows:

- Parking Places with Payment
- Permit Parking
- Maximum length of stay

I am objecting to these proposals as I feel it is unfair to expect residents to pay for parking where they live. I believe that Residents should be able to park near their homes free of charge and that family and friends who visit them should also be able to park free of charge. There should be no charge for residents permits. I feel that introducing a parking charge will cause some people in the area to become isolated from friends and family who would be unable to afford these charges. Currently my fiancé visits my property everyday - it would be unfair to expect her to pay parking every day and since the proposal states that people may park for a maximum of 4 hours this would greatly reduce the amount of time, we are able to spend together.

I would also like to point out that I I have only found out about these proposals today (Sunday 13th June) from a neighbour who had received a letter. I have received no letter informing me of these proposals and if I had not seen my neighbour today, I would not even have known about them. I believe the timescale for making objections was far too short and the consultation. has not been handled appropriately as it is clear that not all residents have received notification about it.

Others

Visit Redpoint Climbing Centre two times a week, every week.

I object with and do not agree with the St Georges TRO.

- Is there an option for people who are not residents or employees who travel to this area frequently, to purchase an annual parking permit?
- How much money is going to be generated from the charges?

- What is the money generated going to be put toward (Please itemise this)?
- Will the generated money go towards the local businesses for financial support?
- Will the generated money reinstate previous council cuts?
- What is the current budget deficit for the City Council?
- How much will this additional revenue take the council of the red and in the black for their financial budgeting?

Since 2018 I have been going to Redpoint Climbing Centre. I travel there, from Hednesford, twice a week, sometimes three times a week. I understand that the Clean Air Zone comes into effect this week and am not opposed to it. I am fortunate that my vehicle is exempt from the £8 daily charge. But I feel that with the current events, additional costs for people to pay for parking while supporting businesses can and will deter people from going to a place like Redpoint. It would be unfortunate for a place like Redpoint to suffer financially due to government decisions on parking. Redpoint is not just a business for indoor climbing. It is a family friendly environment that supports and provides services to under privileged and disabled children and adults in the community. Students doing their Duke of Edinburgh scheme. It is a social hub that has a friendly and welcoming environment. Something that the owners and staff have taking the rights steps to create such a place.

If and when the charges do come into place I will have to reconsider going to Redpoint with my two daughters. I hope you reconsider this proposal and help support local businesses.

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.

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.

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 St Georges 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 St Georges area, the introduction of a permit scheme should actually assist the situation. Whilst Visitor permits for businesses are not offered/ 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 St Georges area.

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 Newtown St Georges 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.

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.

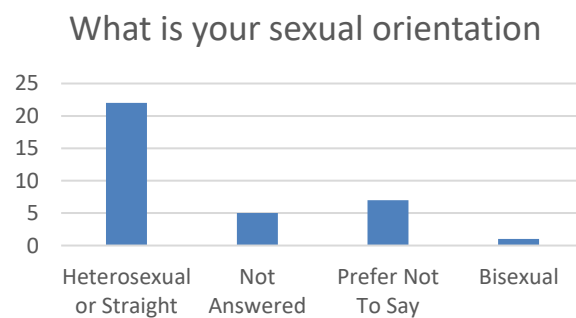
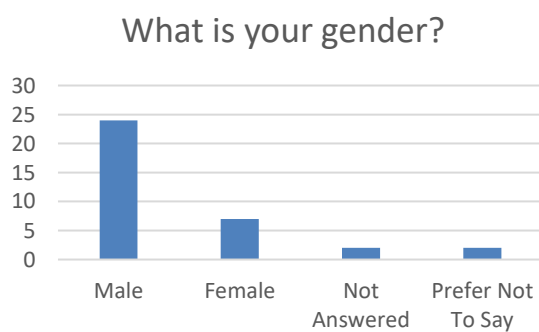
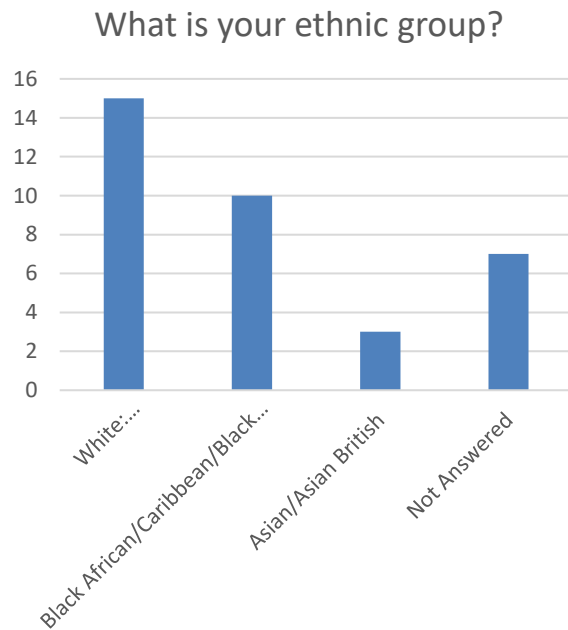
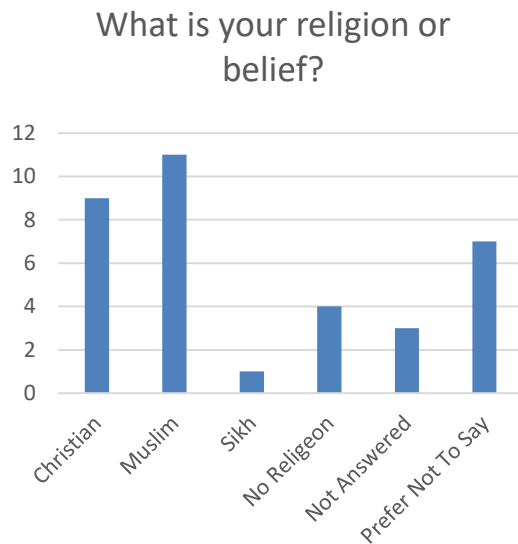
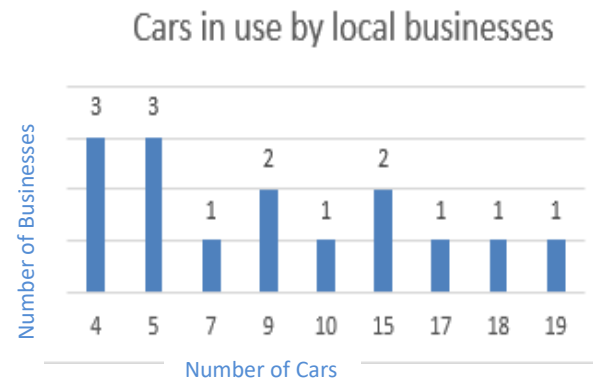
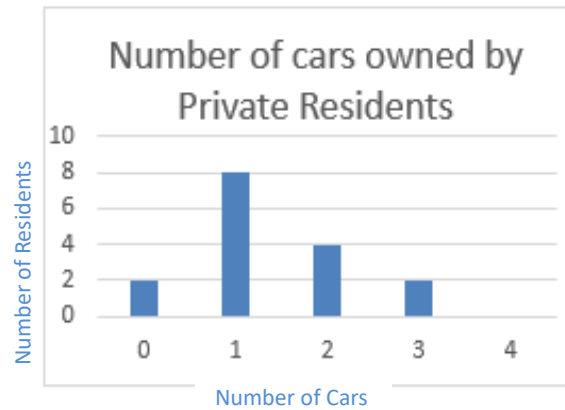
“BCC no longer wants businesses in the Inner Birmingham Area.”

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 St Georges area for long periods of time and free up road space for businesses who operate in the area as well as help the residents.

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 St Georges 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 St Georges 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 St Georges 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