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1.1 Background

1.1.1 This Parking Policy sets out a comprehensive approach to managing on-street and off-street parking, provision, control and enforcement. Over time a number of separate policies to deal with parking have been adopted and this document brings together and updates elements of these various parking policies which include the Unitary Development Plan and Visions. This is in line with guidance from the Government in Part 6 of the Traffic Management Act 2004.

1.1.2 The policy will provide the framework for effective parking management, which supports the Council’s strategic objectives for integrated land use and transport planning, environment, social inclusion, economic prosperity and regeneration which are all important elements of sustainable development.

1.1.3 Parking policy is an important element of an integrated transport strategy. Although the West Midlands Local Transport Plan contains a Parking Strategy, as a West Midlands wide document it is of insufficient detail to inform more local issues. At the local level both the Unitary Development Plan and Visions: A Transport Strategy for Birmingham provide additional detail about the City’s parking policies but at a broad level. Both of these documents are set to be replaced in the near future.

1.1.4 Parking management can influence how and when people travel by car and other transport modes and therefore affects a wide range of people, organisations and places in Birmingham. Parking policies, at national and local level, seek to restrain unnecessary car travel, especially for local trips within the city, and reduce the need to travel or at least encourage the use of more sustainable travel choices. Policies can be targeted at trip end as well as origin (residential parking) issues.

1.1.5 As highway authority Birmingham City Council is responsible for the public highway, which totals some 2,550km of roads. The numbers of vehicles located within the city boundary continues to increase disproportionately to the length of highway.

1.1.6 Parking is an issue of significant concern for local communities. Councillors and members of the public often raise concerns about resident parking, parking on grass verges, obstructions and illegal parking.

1.1.7 Parking policies can help achieve the City Council’s statutory duties as highway authority, obligations set out within the Local Area Agreement, Local Transport Plan Targets e.g. congestion reduction and air quality objectives.

1.2 Key Considerations for Parking Provision

1.2.1 A hierarchy of parking needs can assist overall parking management and prioritisation. This can be from both the road user and vehicle type perspective, as detailed in Table 1 below.

1.2.2 The effective provision of parking space requires a balance between different needs and demands with the aim of creating a safe and pleasant street scene. Parking is not solely about vehicles and its management should take specific account of the particular uses as well as pedestrian needs.

### TABLE 1  Considerations for parking provisions

<table>
<thead>
<tr>
<th>Hierarchy Type</th>
<th>Consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road user</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Local resident parking for disabled people.</td>
</tr>
<tr>
<td></td>
<td>• Non-local parking for disabled people (eg. in shopping areas etc.).</td>
</tr>
<tr>
<td></td>
<td>• Local resident parking.</td>
</tr>
<tr>
<td></td>
<td>• Essential worker in the delivery of public service.</td>
</tr>
<tr>
<td></td>
<td>• Local business essential parking/service need.</td>
</tr>
<tr>
<td></td>
<td>• Short stay shopper/visitor parking.</td>
</tr>
<tr>
<td></td>
<td>• Long stay shopper/visitor parking.</td>
</tr>
<tr>
<td></td>
<td>• Long stay commuter parking.</td>
</tr>
<tr>
<td>Vehicle type</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Emergency vehicle.</td>
</tr>
<tr>
<td></td>
<td>• Pedal cycle.</td>
</tr>
<tr>
<td></td>
<td>• Bus/coach.</td>
</tr>
<tr>
<td></td>
<td>• Public service vehicle.</td>
</tr>
<tr>
<td></td>
<td>• Delivery vehicle/lorries and vans.</td>
</tr>
<tr>
<td></td>
<td>• Powered two wheelers.</td>
</tr>
<tr>
<td></td>
<td>• Taxi/private hire vehicle.</td>
</tr>
<tr>
<td></td>
<td>• Shared/pool car.</td>
</tr>
<tr>
<td></td>
<td>• Cleaner/greener private car.</td>
</tr>
<tr>
<td></td>
<td>• Conventional private car.</td>
</tr>
<tr>
<td>Road type</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Strategic/primary route including:</td>
</tr>
<tr>
<td></td>
<td>- Smart routes.</td>
</tr>
<tr>
<td></td>
<td>- Blue routes.</td>
</tr>
<tr>
<td></td>
<td>• District distributor.</td>
</tr>
<tr>
<td></td>
<td>• Local distributor.</td>
</tr>
<tr>
<td></td>
<td>• Industrial estates.</td>
</tr>
<tr>
<td></td>
<td>• Residential roads/housing estates.</td>
</tr>
</tbody>
</table>
2.1 Scope and Aims

2.1.1 This Parking Policy is an overarching strategic policy document, which sets out how parking management in the city should progress over the short to longer term. It has been developed taking account of current transport policy and related policy agendas. It is generally non-area prescriptive except where additional guidance is deemed necessary.

2.1.2 Parking issues are often inextricably linked and the remit of this parking policy is broad, acknowledging the complex and challenging connections between parking issues and wider transport, environmental, economic and planning issues. This policy will help to develop a co-ordinated approach to parking issues, with linkages to the emerging Local Development Framework (LDF).

2.1.3 In particular the policy aims:

- To seek to ensure that the needs of motorists together with other modes of travel including cycles, motorcycles, buses, coaches, business and freight are taken into account, along with loading and signing issues in relation to parking.

- To seek to ensure a clear approach towards parking for disabled persons within the city, as well as measures for dealing with fraud of the Blue Badge Scheme.

- To develop an approach for the expansion of Controlled Parking Zones/Residents’ Parking schemes across the city.

- To provide a consistent and clear approach for different types of parking permits and priority users.

- To be comprehensive, including consideration of parking provision, charging regimes, on-street controls and parking guidelines.

- To seek to ensure that the provision, location, safety and security of public car parks are of a good quality.

- To support the economic viability of the city centre and local centres.

- To provide a clear policy for enforcement which will allow the Council to deal with parking issues fairly and consistently and ensuring an efficient and effective enforcement function.

- To be co-ordinated and compatible with our neighbouring authorities where necessary.

- To consider parking management’s contribution to environmental agendas.

- To bring together planning, land use and transportation issues.

- Ensuring that parking policy is consistent with the Council’s overarching strategic policies and where appropriate highlights potential linkages with other policies.


- To encourage improved data collection and management to establish a clearer understanding of supply and demand issues at both the city centre and local area level. This will allow changes to be made after adequate review against observed parking patterns of demand.

2.1.4 It is accepted that parking policies in isolation are insufficient to achieve wider transport, environmental, social and economic benefits and must be supported by a range of other measures.

2.1.5 There are a diverse range of both internal and external challenges for parking policy. In particular the need to carefully balance the City Council’s economic, social and environmental objectives. The growing demands for car ownership and access within the city could impact adversely on air quality objectives and undermine the City Council’s ability to carry out its duties as highway and traffic authority to ensure the maintenance of a safe and efficient road network. However, quality of life issues are important and car ownership can support access to jobs and other services.

2.1.6 This document provides clear policy recommendations for the effective delivery of a longer term parking strategy together with the day to day management of parking in the city. It is flexible so as to deal with new issues as they occur.
2.2 Parking Policy Structure

2.2.1 This document presents a series of policy statements and actions intended to progress measures to meet the policy.

2.2.2 The Birmingham Context is set out in Section 3.

2.2.3 Section 4 outlines the policy context at the national and regional and local levels within which this document is set.

2.2.4 The main body of this document presents policies for a range of parking management topic areas, comprising:

• Parking for disabled people, including the Blue Badge scheme (Section 5).

• Non-car modes such as cycles, powered two-wheel vehicles, buses, coaches, taxis and lorries (Section 6).

• On-street parking supply and charges (Section 7).

• Off-street parking supply and charges (Section 8).

• Park and ride (Section 9).

• Enforcement (Section 10).

• Supporting measures such as TravelWise and Car Clubs (Section 11).

• Information collection - Monitoring and reviewing (Section 12).

• Parking guidelines and new developments (Section 13).

2.3 Consultation

2.3.1 Extensive consultation both internally and externally has taken place during the development of this policy. This document was subject to public consultation between October and December 2008.

This policy was adopted by the Council’s Cabinet on 17th May 2010.
3.1 Location and Population

3.1.1 This policy addresses a wide range of difficult parking-related challenges which are experienced across the city. These challenges are exacerbated by the fact that Birmingham is a diverse city undergoing large amounts of change. It is the regional centre of the West Midlands and this is reflected in the policies within the Regional Transport Strategy.

3.1.2 Over the last two decades the city’s population has been stable (increasing slightly from 1,004,500 (1991 Census) to 1,006,500 (2006 estimate). The city’s average household size (2.46 people/household) is above the national average (2.36 people/household), according to the 2001 Census. The density of population varies across the city with the most densely populated areas within the inner city areas formed by complex networks of Victorian streets. The outer suburban areas of the city are less densely populated.

3.1.3 Car ownership information for both 1991 and 2001 for the City of Birmingham is summarised in Table 3.1 below.

3.1.4 The results for the last two censuses indicate that the level of car ownership has increased in the city. In 1991 approximately 45% of city households did not own a car. By 2001 this figure had dropped to 38%. An increase in multiple car ownership is also taking place. In comparison to average for the West Midlands Region and England as a whole, Birmingham still has more households with no car and fewer households with one, two or more cars.

3.1.5 Results from the Be Birmingham Annual Opinion Survey (2008) suggest the number of households with access to a car is now closer to 70%.

3.1.6 The growth in households has been relatively modest but since the 2001 census the population and number households have increased further.

3.1.7 The DfT forecasts that by 2015 the number of cars per person will have increased by 10% and by 16% by 2025. The total number of cars is forecast to increase by 33% by 2025 (Transport Statistics Great Britain 2009 Edition).

3.1.8 The Be Birmingham Strategic Partnership undertakes an annual opinion survey of residents on their views of living in the local area. Respondents were asked to choose up to five aspects. Parking is an important issue for people in Birmingham as Tables 3.2 and 3.3 show.

### Table 3.1 Car ownership levels in Birmingham

<table>
<thead>
<tr>
<th>Number cars/vans per household</th>
<th>Number % Birmingham households by car ownership and year</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Source: Census 2001</td>
</tr>
<tr>
<td></td>
<td>1991</td>
</tr>
<tr>
<td></td>
<td>Number households</td>
</tr>
<tr>
<td>0</td>
<td>170,000</td>
</tr>
<tr>
<td>1</td>
<td>147,800</td>
</tr>
<tr>
<td>2+</td>
<td>59,350</td>
</tr>
<tr>
<td>All</td>
<td><strong>377,150</strong></td>
</tr>
</tbody>
</table>
3.1.9 Public transport accessibility levels vary from very high in the city centre to much lower in some of the outer lying areas and estates. There tends to be high demand for commuter parking at and around rail stations and major bus interchanges.

3.1.10 The expansion of local evening and night time economies in particular areas, notably in and around the city centre and in some local centres can also exacerbate on-street parking conflicts between local residents and visitors to these vibrant areas.

3.1.11 Social exclusion and multiple deprivations persist in parts of the city, however, in contrast, other parts of the city are undergoing regeneration. The predicted increases in population and higher car ownership levels mean that parking demand will continue to grow.

<table>
<thead>
<tr>
<th>TABLE 3.2</th>
<th>Top 10 aspects most important in making somewhere a good place to live.</th>
<th>Source: 2008 Be Birmingham Annual Opinion Survey</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clean streets</td>
<td>49.27%</td>
<td></td>
</tr>
<tr>
<td>The level of crime</td>
<td>39.73%</td>
<td></td>
</tr>
<tr>
<td>Activities for teenagers</td>
<td>31.31%</td>
<td></td>
</tr>
<tr>
<td>Affordable decent housing</td>
<td>24.16%</td>
<td></td>
</tr>
<tr>
<td>Access to nature/parks and open spaces</td>
<td>22.36%</td>
<td></td>
</tr>
<tr>
<td>Education provision</td>
<td>17.08%</td>
<td></td>
</tr>
<tr>
<td>Health services</td>
<td>15.22%</td>
<td></td>
</tr>
<tr>
<td>Care and support for older and disabled people</td>
<td>13.92%</td>
<td></td>
</tr>
<tr>
<td>Community activities</td>
<td>13.92%</td>
<td></td>
</tr>
<tr>
<td>Parking</td>
<td>13.22%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TABLE 3.3</th>
<th>Top 10 aspects which need improving in the respondent’s local area.</th>
<th>Source: 2008 Be Birmingham Annual Opinion Survey</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clean streets</td>
<td>45.38%</td>
<td></td>
</tr>
<tr>
<td>The level of crime</td>
<td>31.49%</td>
<td></td>
</tr>
<tr>
<td>Activities for teenagers</td>
<td>27.79%</td>
<td></td>
</tr>
<tr>
<td>Parking</td>
<td>16.57%</td>
<td></td>
</tr>
<tr>
<td>Affordable decent housing</td>
<td>14.00%</td>
<td></td>
</tr>
<tr>
<td>Road and pavement repairs</td>
<td>13.78%</td>
<td></td>
</tr>
<tr>
<td>Access to nature/parks and open spaces</td>
<td>11.20%</td>
<td></td>
</tr>
<tr>
<td>Health services</td>
<td>10.66%</td>
<td></td>
</tr>
<tr>
<td>Community activities</td>
<td>10.64%</td>
<td></td>
</tr>
<tr>
<td>Care and support for older and disabled people</td>
<td>10.58%</td>
<td></td>
</tr>
</tbody>
</table>
4.1 Overview
4.1.1 This Parking Policy has been developed within the context of national legislation; City of Birmingham powers, national, regional and local policy. National planning policy is contained within various Planning Policy Guidance/Statements. More detail on these is given in Section 13; Parking Standards and Quality of Parking.

4.1.2 The Government expects local authorities to develop a parking strategy for their area covering on and off-street parking provision which is linked to local objectives and circumstances (e.g. as set out in the Local Development Framework).

4.2 Legislation

4.2.1 Road Traffic Regulation Act 1984

4.2.1.1 This act empowers authorities to make Traffic Regulation Orders (TROs) to restrict, regulate and control traffic including parking. The Act allows authorities to introduce TROs for traffic control purposes (sections 1-4) including parking places on the highway, charging and the provision of off street parking.

4.2.1.2 Section 122 of the Road Traffic Regulation Act 1984 places a duty on local traffic authorities to exercise their functions under the Act so as to secure the expeditious, convenient and safe movement of traffic, so far as practicable having regard to matters such as amenity and need for access to premises. Further guidance on the order making process is given in The Local Authority Traffic Orders (Procedure) Regulations and Circular 5/96. The Act also requires local authorities to keep account of income and expenditure from on-street parking places and the collection of additional parking charges.

4.2.2 Road Traffic Act 1991

Decriminalisation of Parking Offences.

4.2.2.1 The Road Traffic Act 1991 introduced a number of changes in connection with traffic law and enabled local authorities to take responsibility in respect of parking offences and enforcement. The 1991 Act decriminalised parking offences thereby allowing local authorities to carry out enforcement by the use of Council employed Parking Attendants (now Civil Enforcement Officers) rather than by the Police.

4.2.2.2 Birmingham applied to the Secretary of State for permission for the powers provided to Local Authorities under the Road Traffic Act 1991 in 2000. The city was one of the first major urban areas outside London to take on decriminalised parking enforcement and was designated a Special Parking Area in 2001.


4.2.3 Traffic Management Act (TMA) 2004

4.2.3.1 The Act is set out in seven parts with the different parts coming into force at different times. It sets out additional powers and requirements for Local Authorities regarding Parking and Enforcement.

Part 2

4.2.3.2 This details the network management duty that requires local authorities to secure and facilitate ‘the expeditious movement of traffic’.

Part 6

4.2.3.3 Part 6 came into force from 31st March 2008 and increased the scope for local authorities to enforce traffic offences and replaces Part II and Schedule 3 of the Road Traffic Act 1991. It includes powers to tackle double parking and parking at dropped footways as well as the enforcement of bus lanes. Powers to use photographic evidence in enforcing parking together with the use of cameras are also included.

4.2.3.4 Part 6 also advises that local authorities should publish parking policies, information about parking provision, parking restrictions shown on web sites as well as other financial and statistical information.

Part 7

4.2.3.5 Part 7 amends duties in the Road Traffic Regulation Act 1984 regarding how surplus income from parking management can be spent. Income can now be spent on public transport, road improvements, environmental improvements and other special cases where an authority is given permission.
4.2.3.6 The TMA guidance (Operational Guidance to Local Authorities, March 2008) states that each local authority should have a clear idea of what its parking policy is and what it intends to achieve by it. This applies whether or not an authority is responsible for enforcement. They should appraise their policy and its objectives regularly. When setting and appraising the policy, an authority should take account of the:

• Existing and projected levels of parking demand.
• Availability and pricing of on and off-street parking.
• Justification for and accuracy of existing Traffic Regulation Orders.
• Accuracy and quality of traffic signs and road markings that restrict or permit parking.

4.2.3.7 With regard to enforcement, it states that enforcement authorities should also set and regularly appraise the:

• Level of compliance with parking controls that they want to achieve.
• Level of enforcement necessary to get such compliance.
• Penalty charge bands.
• Resourcing and training of parking staff.

4.2.3.8 The TMA requires that local authorities produce an annual report on their enforcement activities. The guidance requires the report to present certain statistical and other general information regarding Civil Parking Enforcement. Birmingham’s first report has recently been published and covers the first 12 months since part 6 of the TMA was introduced. It aims to demonstrate how greater compliance with parking restrictions contributes to improved traffic flow, reducing congestion and improved road safety. For more detail see Section 12.

4.2.4 National Policy

4.2.4.1 The Government's current long-term transport strategy was set out in Towards a Sustainable Transport System, which was published in 2007, in response to the Eddington Study and the Stern Review. The Government have set the following goals for transport which, take full account of transport’s wider impact on climate change, health, quality of life and the natural environment:

• To support national economic competitiveness and growth, by delivering reliable and efficient transport networks.
• To reduce transport’s emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change.
• To contribute to better safety, security, health and life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting active travel.
• To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society.
• To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

4.2.4.2 The Government published Developing a Sustainable Transport Strategy (DaSTS) in November 2008 which details proposals for making better use of the existing network, combined with a targeted programme of improvements to improve capacity, reliability and safety in the most congested areas.

4.2.5 Regional Spatial Strategy

4.2.5.1 Although it is not a statutory document, the Parking Policy was prepared in line with guidance in the West Midlands Regional Spatial Strategy (RSS) PPS11 (formerly PPG11 Regional Planning Guidance) which was adopted in July 2004. The RSS provided the framework for regional growth and development and set out the number of dwellings and employment land provision in the city and also incorporated a regional transport strategy. Following the change in national Government in May 2010, the RSS was revoked on 6th July 2010 and no longer forms part of the statutory Development Plan.

4.2.5.2 Although the Regional Spatial Strategy has now been revoked, the evidence on transport policy developed to support the Phase 2 revision can still be considered as a baseline. National planning policy remains the primary framework to guide the emerging Core Strategy.

4.2.6 Second West Midlands Local Transport Plan (LTP2)

4.2.6.1 Birmingham has developed a joint Local Transport Plan together with the six other West Midlands Metropolitan Districts and the Integrated Transport Authority, Centro. LTP2 covers the period up to 2011.

4.2.6.2 The Government recognises that the parking proposals in Local Transport Plans can play a role in delivering transport policy objectives. The guidance for the first round of LTPs issued in 2000 stated that local authorities need to establish an integrated strategy on parking utilising planning policies and transport powers.
4.2.6.3 Although the guidance issued for the second round of Local Transport Plans (LTP2) was less prescriptive and removed the requirement to produce a Parking Strategy, the West Midlands LTP2 contains one. The key policies are:

- District Authorities will continue to restrict long-stay public spaces to encourage the use of public transport where it is, or can be made, attractive.

- They will continue to maintain sufficient short-stay spaces to ensure that each centre remains attractive to shoppers, businesses and visitors.

- They will continue to price all Council operational spaces accordingly, ensuring that no one centre is significantly disadvantaged by such pricing mechanisms.

- They will provide, within resource allocations, for improved quality through security, ease of pedestrian access and user-friendly payment mechanisms to meet customer needs.

- They will continue to use park and ride opportunities on the public transport system where they can make a positive contribution to reducing the need for scarce central area space.

4.2.6.4 The first LTP in 2000 set a target for the reduction of long stay parking spaces in the city centre and Sutton Coldfield by 1.5% per annum to 2011. This has been achieved by changing the tariff structure to discourage long stay parking whilst ensuring spaces are still available for short stay parking.

4.2.6.5 The City Council will continue to look to Government to ensure that it provides local authorities with sufficient powers and resources to be able to control parking supply, especially private parking, and to be able to fund, with the private sector, improvements to such facilities.

4.2.6.6 Work has begun on LTP3 which will come into effect from 2011. The Government’s goals for transport as described in DaSTS will need to be considered in the development of the new plans. It is likely that demand management, including parking measures, will continue to play a key role.

4.3 Local Policies

4.3.1 Sustainable Community Strategy and Council Plan.

The Sustainable Community Strategy, Birmingham 2026.

4.3.1.2 Birmingham 2026 is the city’s long-term sustainable community strategy. It has been developed by Birmingham City Council and the local strategic partnership, Be Birmingham, which brings together partners from the business, public, community, voluntary and faith sectors. Birmingham 2026 sets the direction and focus for the city’s Local Area Agreement. The Council Plan 2010+ provides more detail as to how the Council will take action to deliver the strategic outcomes set out in Birmingham 2026, Sustainable Community Strategy. These outcomes are:

- Succeed economically; Benefiting from education, training, jobs and investment.

- Stay safe in a clean, green city; Living in safe and clean neighbourhoods.

- Be healthy; Enjoying long and healthy lives.

- Enjoy a high quality of life; Benefiting from good housing and renowned culture and leisure opportunities.

- Make a contribution; Valuing one another and playing an active part in the community.

The Parking Policy has a key role in supporting these outcomes.

4.3.2 Birmingham Local Development Framework (LDF).

4.3.2.1 The original Birmingham UDP, which was adopted in 1993, was reviewed between 2000 and 2005. The UDP is part of the statutory development plan for Birmingham. It contains policies and proposals that guide development and the use of land in Birmingham up to 2011.

4.3.2.2 The Parking Policies in the UDP set the framework for parking polices within the City Centre Core, the wider City Centre and across the rest of the city. They recognise that different areas of the city require different approaches.

4.3.2.3 The UDP policies support the provision of short stay parking facilities, the control of long stay parking provision and reduce the amount of parking in new development (and in the expansion and change of use in existing developments).

4.3.2.4 In September 2004, a new planning system came into effect. Under the new system, the City Council is required to maintain a Local Development Framework (LDF), containing a range of different plans, including existing plans such as the UDP.

4.3.2.5 The Local Development Framework (LDF) is the term used to describe the ‘folder’ or portfolio of plans and policies that the City Council will produce. The City’s new Parking Guidelines will form part of the new LDF as
a Supplementary Planning Document (SDP) following the appropriate statutory process. The draft version is included at Appendix 1.

4.3.2.6 Instead of producing a single UDP containing everything, the LDF allows the City Council to produce a wide range of plans covering different subjects and areas. Following extensive consultation, work on a Preferred Option of Birmingham’s Core Strategy (The Birmingham Plan) is currently underway with a draft likely to be ready in early 2010.

4.3.2.7 The Birmingham Plan will set out a twenty year strategy for development and will address the issues of connectivity and accessibility, transport (including parking policy) and infrastructure provision necessary to support the proposed development and include major land use decisions, property assembly and intervention and design standards for buildings and the public realm.

4.3.3 Visions: A Transport Strategy for Birmingham

4.3.3.1 The document, published in 2000, outlines the Transport Strategy that the City Council wishes to pursue to 2020 and provides a framework for making future decisions and choices in respect of transport policies.

4.3.3.2 The policies and actions outlined in the document were developed in full accordance with the first Local Transport Plan (LTP) for the West Midlands. Visions contains a number of Policies and Actions related to parking.

4.3.3.3 Most of these actions are now complete so the City Council is now proposing to review and update its strategy to reflect changes in local and national transport policy. This Parking Policy will provide supporting information to the overarching policies contained within that document and any updated versions of it.
5.1 Issues

5.1.1 A large number of disabled people rely on the private car as their principal mode of transport. The ease of their journey is largely dependent on whether it is possible to park close to that their destination. It is therefore vital that well located, designated disabled parking bays are provided at key locations, e.g. home, work, shops and other public sites in order to improve accessibility for those who are mobility impaired.

5.1.2 Under Part III of the Disability Discrimination Act it is a legal requirement of service providers to take reasonable steps to ensure that it is not impossible or unreasonably difficult for disabled people to have access to the same services as non-disabled people. The Council’s priority of parking needs for parking the for disabled people is also reflected in Table 1 in Section 1.

5.2 Disabled Permits (Blue Badge Scheme)

5.2.1 The City Council’s Adults and Communities Directorate administer the disabled parking permit scheme. This is under the national Disabled Persons’ Parking Badge Scheme, known as the Blue (formerly Orange) Badge Scheme which came into effect from April 2003. Up to 31st March 2009 some 264,000 badges region have been issued in the West Midlands region. Of these approximately 42,000 were issued in Birmingham. The average for England is 46 badges per 1,000 population.

5.3 Eligibility

5.3.1 The Blue Badge Scheme (originally Orange Badge) was originally introduced by regulations made under the Chronically Sick and Disabled Persons Act 1970 with the first schemes introduced in 1971.

5.3.2 Blue Badges can be provided for children under the age of two who are dependent on bulky medical equipment, children of two years of age and over, and for adults of any age. To qualify you should be a resident of Birmingham and meet one of the following criteria:

- Receive the higher rate mobility component of Disability Living Allowance (DLA) and war pensioners’ disability allowance.
- Be a registered blind person.
- Have very severe difficulty in walking.
- Be a regular driver of a vehicle but be unable to turn the steering wheel by hand because of very severe upper limb disabilities.

5.3.3 The Blue Badge Disabled Parking Scheme is primarily designed to assist people with severe difficulty in walking. People are therefore not eligible for a badge unless their walking is very seriously affected.

5.4 Use

5.4.1 Holders can park free of charge without time limit in designated Disabled Driver bays and pay and display bays and in the Council’s off street car parks. In Controlled Parking Zones and Resident Parking Scheme areas disabled residents will be given the first permit free. Subsequent permits will be charged at the usual rate. Permits will enable them to leave their car if they are using the Blue Badge in an alternative vehicle. Non-resident Blue Badge holders will require a visitors permit to park within the zone during times of operation. Some private car park operators do provide designated bays for Blue Badge holders, however, these spaces can be subject to the relevant parking charges.

5.4.2 Badge holders are also allowed to park for a maximum of 3 hours on single and double yellow lines, except where there is a loading ban or where a bus or cycle lane is in operation. Parking on Red Routes is only allowed in designated parking spaces some of which may be specifically for Blue Badge holders. Vehicles displaying a Blue Badge may only stop on single or double red lines to pick up or set down the badge holder.

5.4.3 The City Council does not charge Blue Badge holders for parking (although there is a small issue fee of £2 for the badge).

5.5 Current Provision - Designated Parking Bays for Blue Badge Holders

5.5.1 The Council has provided numerous on-street parking bays designated for use by disabled drivers across the city and particularly in the city centre such as in Corporation Street and Bennetts Hill. Figure 5.1 shows the location of designated disabled bays in Birmingham city centre.

5.5.2 In residential areas the City Council provides designated on-street parking bays for use by drivers/and or relatives with mobility impairments. These spaces are not allocated for specific users and can be used by any vehicle
displaying a Blue Badge. In some areas the number of requests for these spaces has created additional pressure for on-street parking capacity. These spaces should be kept under review and removed where no longer appropriate.

5.5.3 The number of Blue Badge holders continues to grow and satisfying this increased demand for parking facilities may not be sustainable in the longer term.

5.5.4 Although Blue Badge holders are entitled to park free in any space in a Council operated off-street car park, in some of its car parks the Council has provided a number of designated spaces for disabled people. The locations and number of spaces are shown in tables 5.2 and 5.3.
5.5.5 The demand for designated spaces is monitored and provision is adjusted as necessary. The City Council’s Car Parking Refurbishment Programme will improve the standard of a number of the Council’s car parks and will include better facilities for disabled people.

5.5.6 The Council’s Parking Guidelines Supplementary Planning Document set out the requirements for provision of car parking spaces in new developments. The City’s Access for People with Disabilities Supplementary Planning Document provides details of how inclusive design can be achieved.

5.5.7 The need for providing dedicated on-street spaces should be considered as part of the development of new parking controls or the review of existing controls. It is not appropriate to set certain levels of allocation as provision is better determined on a specific case by case basis. The decision will be based upon feedback through consultation with the local community together with an assessment of the likely requirement in relation to local services.

5.6 Fraud

5.6.1 Extensive fraudulent use of Blue Badges can result in the scheme itself being undermined. Blue Badges in parked vehicles can be a target for theft and subsequent illegal distribution and use. Under the national scheme Blue Badges can be used for any vehicle and are not linked to a particular car by its registration. Once the loss of the Badge has been reported to the police and a crime number issued, the Badge can be replaced.

5.6.2 The City Council works in partnership with West Midlands Police in an effort to bring the fraudulent use of the passes under control. The Traffic Management Act 2004 has given local authorities various new powers including giving CEOs the authority to require anyone in a vehicle displaying a blue disabled badge to produce it for inspection. Currently only the Police have powers to confiscate Blue Badges. The DfT are consulting on further powers to allow CEOs to confiscate badges in future.

5.6.3 The Council is in the process of taking a number of people caught fraudulently using Blue Badges to court. They face a fine of up to £1,000 or 6 months in prison.

5.7 DfT Reform of the Blue Badge Scheme

5.7.1 The DfT has undertaken consultation and research on the Blue Badge scheme to which the City Council responded. The outcome of the consultation was the Blue Badge Reform Strategy which was published on 20th October 2008. The Strategy contains the most significant reforms to the disabled parking regime since the introduction of the Scheme in 1971. The key elements include proposals to extend the scheme to a wider range of people i.e:

- Those with the most severe mental impairments/extremely disruptive behavioural problems.
- Specific individuals with temporary mobility problems lasting a minimum of one year.
- To cater for more children, under the age of three, with specific medical conditions.
- Injured active/ex-service personnel in receipt of specific tariffs of award under the Armed Forces Compensation Scheme.
5.7.2 The DfT also propose other changes and funding in order to make the assessment process fairer and more consistent across England, enable local authorities to charge a higher badge application fee (which has remained unchanged at £2 since 1983) to better cover the cost of administration.

5.7.3 The DfT has created local authority ‘Centres of Excellence’ to share good practice and improve the management of the scheme. Birmingham was awarded joint Centre of Excellence status with Coventry City Council with a particular focus on measures to deal with Blue Badge abuse.

5.7.4 The Government is undertaking further consultation on additional changes to the Blue Badge Scheme including:

- Extension of the scheme to people with temporary mobility problems, severe cognitive impairments, disabled armed services personnel, more children under 3 with specific medical conditions.

- Redesign of the badge to reduce fraud.

- Improve management of the scheme to make eligibility assessment fairer and more consistent.

- Give authorities new powers to reduce misuse and prevent abuse (including cancelling of badges).

<table>
<thead>
<tr>
<th>POLICIES AND ACTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy</td>
</tr>
<tr>
<td><strong>PMD1</strong> The City Council will seek to ensure that designated parking spaces for disabled people (Blue Badge holders) are provided where appropriate.</td>
</tr>
<tr>
<td><strong>PMD2</strong> Parking provision for disabled people will be monitored to seek to ensure that it is relevant to demand.</td>
</tr>
<tr>
<td><strong>PMD3</strong> The City Council will continue to seek to eliminate the fraudulent use of Blue Badges.</td>
</tr>
<tr>
<td><strong>Actions</strong></td>
</tr>
<tr>
<td><strong>AMD1</strong> The City Council will continue to provide designated spaces at appropriate locations across the city, depending on existing parking issues, as demand becomes apparent and within available resources.</td>
</tr>
<tr>
<td><strong>AMD2</strong> In developing proposals for new parking controls or in reviewing existing controls the City Council will seek to ensure that the needs of disabled people are considered within the design of the scheme.</td>
</tr>
<tr>
<td><strong>AMD3</strong> Continue to work with partners to combat the fraudulent use of Blue Badges in the city.</td>
</tr>
</tbody>
</table>
6.1 Introduction

6.1.1 It is important to balance the needs of all road users as part of the Council’s duties as highway authority. The parking need hierarchy gives priority to non-car modes. The arrangements for parking for non-car modes are usually less contentious than for car parking but are no less important. This section examines the issues around parking for pedal cycles, powered two-wheel vehicles, public transport (including coaches), freight vehicles and taxis. There are separate strategies for each of the modes.

6.2 Parking for Pedal Cycles

6.2.1 The Parking Policy supports the Council’s Cycling Strategy by supporting efforts to encourage greater levels of cycling. Whilst cycling accounts for a relatively small percentage of journeys, the difficulty of finding a safe and secure place to park can often undermine measures to increase the take up of cycling. Cycle parking should therefore be located in convenient, secure locations, taking account of lighting levels, general visibility and surveillance and should be well signed.

6.2.2 The City Council surveys pedal cycle stands across the city three times a year to maintain an up to date database of where the stands are and levels of usage. Under the powers of the Road Traffic Regulation Act 1984 the City Council has powers to provide stands and racks for bicycles on roads and elsewhere. In some cases where the footway is restricted and cycle parking would cause an obstruction the Council will consider introducing secure on-street pedal cycle parking within the carriageway. Centro provides bicycle lockers at a number of bus stations for a small charge and facilities are also introducing facilities at rail stations.

6.2.3 The Council’s guidelines for cycle parking facilities are due to be adopted as a Supplementary Planning Document (SPD) within Birmingham’s Local Development Framework.

6.2.4 Locations identified as having a high demand for pedal cycle parking which exceed the current provision will be considered for the provision of additional stands. This includes local centres, public transport interchanges and park and ride sites.

6.3 Powered Two-wheel Vehicle Parking

6.3.1 The City Council acknowledges the air quality and traffic congestion benefits that can arise from the use of certain types of powered two-wheel vehicles (PTWs), e.g. mopeds and small motorcycles (under 800cc) if they substitute for car use, and their contribution to access and mobility.

6.3.2 In terms of requirements, motorcycle parking can be an efficient use of road and kerb side space, e.g. a single on-street car space can accommodate up to five PTWs.

6.3.3 In areas of high demand the City Council will seek to introduce more on-street PTW parking facilities. Current dedicated on-street parking for motorcycles is currently free and without time limit. There is a difficulty for motorcycles to display permits and pay and display vouchers. The City Council does charge for motorcycle parking in its off-street car parks. In a number of car parks designated spaces have been provided and are charged at a discounted rate. Secure boxes have been provided beside the parking spaces into which motorcyclists can post their pay and display ticket completed with their registration details. See table 6.1.

### POLICY AND ACTIONS

<table>
<thead>
<tr>
<th>Policy</th>
<th>Action and timescales</th>
</tr>
</thead>
<tbody>
<tr>
<td>PNC1</td>
<td>The City Council will seek to ensure that appropriate and secure public and private cycle parking is provided to support cycling in the city.</td>
</tr>
<tr>
<td></td>
<td>Action and timescales</td>
</tr>
<tr>
<td>ANC1</td>
<td>Provide public cycle parking which is appropriate and secure. In new developments this will be in accordance with the City’s parking guidelines.</td>
</tr>
<tr>
<td>ANC2</td>
<td>Continue to monitor existing provision in order to identify where there is demand for additional provision.</td>
</tr>
<tr>
<td>ANC3</td>
<td>Encourage transport operators, Centro/ITA and Network Rail to provide cycle parking facilities at transport hubs and rail stations.</td>
</tr>
</tbody>
</table>
6.3.4 Currently on-street motorcycle parking in designated bays is free of charge. If it were considered appropriate, the introduction of a charge could be used to improve motorcycle parking facilities e.g. by providing secure facilities such as Sheffield Stands. Payment could be made using the Council’s park and pay by phone system. Guidance on best practice for motorcycle parking is given in Traffic Advisory Leaflet 02/02 and designs for new facilities will consider this.

6.3.5 The specific location of PTW parking facilities needs to be carefully considered. These facilities need to be highly visible, allowing the opportunity for public surveillance including CCTV to minimise the risk of theft.

<table>
<thead>
<tr>
<th>TABLE 6.1 Location of motorcycle bays in Birmingham (Dec. 2009)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location (Road/station)</td>
</tr>
<tr>
<td>Chapel Lane Sainsbury Car Park</td>
</tr>
<tr>
<td>Bristol Road Selly Oak Station Car Park</td>
</tr>
<tr>
<td>Whittal Street</td>
</tr>
<tr>
<td>Smallbrook Queensway</td>
</tr>
<tr>
<td>Theatre Approach</td>
</tr>
<tr>
<td>Pinfold Street</td>
</tr>
<tr>
<td>Swallow Street</td>
</tr>
<tr>
<td>Waterloo Street</td>
</tr>
<tr>
<td>Margaret Street</td>
</tr>
<tr>
<td>Livery Street at Barwick Street</td>
</tr>
<tr>
<td>Temple Row West</td>
</tr>
<tr>
<td>Temple Row at Temple Street</td>
</tr>
<tr>
<td>Steelhouse Lane</td>
</tr>
<tr>
<td>Four Oaks Station Car Park</td>
</tr>
<tr>
<td>Holliday Street opposite Centenary Plaza</td>
</tr>
<tr>
<td>Queen Street, Sutton Coldfield</td>
</tr>
<tr>
<td>Cornwall Street</td>
</tr>
<tr>
<td>Newhall Street</td>
</tr>
<tr>
<td>Kingsbury Road at Holly Lane</td>
</tr>
<tr>
<td>Fleet Street</td>
</tr>
<tr>
<td>St Martins Street</td>
</tr>
<tr>
<td>Edgbaston Street</td>
</tr>
<tr>
<td>Sutton Coldfield Station</td>
</tr>
<tr>
<td>Sainsbury’s Maypole Lane</td>
</tr>
<tr>
<td>Watson Road, Star City Motor Bikes</td>
</tr>
<tr>
<td>St.Pauls Square</td>
</tr>
<tr>
<td>Tesco, Ridgacre Road</td>
</tr>
</tbody>
</table>

Other designated spaces are available in pay and display car parks but a charge is made*

<table>
<thead>
<tr>
<th>Location (Road/station)</th>
<th>Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dudley Street car park</td>
<td>6</td>
</tr>
<tr>
<td>- £1 all day rate</td>
<td></td>
</tr>
<tr>
<td>Livery Street multistorey car park*</td>
<td>8</td>
</tr>
<tr>
<td>- £1 all day rate</td>
<td></td>
</tr>
</tbody>
</table>

* The City Council also offers three month, six month and annual season tickets for the Livery Street multistorey.
6.4 Coach Parking

6.4.1 The West Midlands Local Transport Plan Coach Strategy outlines the need for providing coach parking. The city centre has a range of attractions such as the theatres, National Sealife Centre, National Indoor Arena, International Convention Centre and Thinktank as well as excellent shopping opportunities that by nature generate coach visits.

6.4.2 The city receives significant numbers of tourists and visitors by coach each year and this is worth some £200m to the city’s economy. In addition to the economic benefits, coaches help to reduce the number of car trips to the city and reduce overall emissions. Coaches are also one of the safest forms of road travel.

6.4.3 There are numerous on-street coach set down and pick up bays as well as bus layover points in the city centre.

6.4.4 Since the loss of the Masshouse Coach and Lorry Park in 2002 the City Council does not currently have any dedicated off-street coach parking facilities for general coach visits to the city. The City Council has been able to arrange temporary off-street provision in the city centre. It is anticipated that the Brewery Street coach and lorry park will be open by autumn 2010. The facility will accommodate around 30 coaches and/or lorries. Additional coach parking facilities are offered by privately operated sites in and around the city.

6.4.5 Certain areas of the city centre experience parking stress due to the number of coaches at various times throughout the year e.g. traffic resulting from events at the National Indoor Arena or International Convention Centre or events such as the Frankfurt Christmas Market.

6.4.6 On-street coach parking provision in the area around the National Indoor Arena (NIA) and International Convention Centre (ICC) has become under pressure as a result of new residential developments. The City Council has been working in partnership with the NEC Group to identify potential sites for dedicated off-street parking to serve the NIA and ICC. Due to a lack of suitable sites (size and proximity to venues) and rising land values it has not so far been possible to provide a site but the City Council continues to explore opportunities. In the meantime, the parties will pursue a management strategy to reduce on-street problems.

6.5 Buses

6.5.1 The provision of appropriately located and adequately enforced bus stops and bus layovers are imperative to the efficient operation of the city’s bus services. The City Council has provided a number of bus layover points around the City Centre and will continue to work with Centro and bus operators to ensure appropriate provision.

6.5.2 All new bus stops have to include bus stop clearways. These are a feature of bus stops on Showcase Routes and along the Red Routes.
6.6 Loading/Unloading Provision and Parking for Freight Vehicles.

6.6.1 The city is at the heart of the UK’s foremost manufacturing area and the efficient movement and delivery of freight is key to the economy of the city. Whilst parking measures aimed at restraining car use will assist in reducing congestion it is also important to address the specific parking needs of freight vehicles.

6.6.2 The City Council seeks to cater for effective deliveries and servicing of commercial areas, preferably by providing designated on-street loading/unloading bays for freight and service vehicles.

6.6.3 Off-street parking provision for freight vehicles across the city is limited. A report on lorry parking for the West Midlands Freight Quality Partnership highlighted a lack of off-street provision in the West Midlands, particularly Birmingham. The proposed coach and lorry park at Brewery Street will provide secure overnight lorry parking in the city centre.

6.6.4 Other provision is currently available outside the city centre at Tyseley Wharf (including overnight accommodation) and at some service stations on the motorway network around the city.

6.6.5 The development of Controlled Parking Zones and Red Routes offer the opportunity to tailor parking controls to meet the needs of the local area for deliveries and servicing resulting in improved loading and unloading provision with designated spaces for freight vehicles. These needs are identified through consultation with the relevant stakeholders as part of the process of designing the schemes.

6.6.6 Anyone who parks vehicles overnight weighing between 3.5 to 40 tonnes gross vehicle weight, has to have an Operators Licence in order to comply with the Goods Vehicles (Licensing of Operators) Act 1995. These licenses are obtained via the Vehicle and Operator Services Agency (VOSA). If there are concerns that heavy goods vehicles are being illegally parked, it is possible to check all registered licences at individual postcodes at VOSA’s Operator Search facility: www.tan.gov.uk.

6.6.7 Birmingham City Council staff monitor sites where there are new or variation applications for Operators Licences, and as appropriate undertake site visits. Objections are raised on behalf of the City Council if these sites are not considered suitable and could result in illegal parking.

6.6.8 The City Council maintains an overnight lorry parking ban in residential areas which was introduced in 1989 for vehicles over 5 tonnes gross weight. As part of the West Midlands Freight Quality Partnership, the City Council has jointly published the West Midlands Commercial Vehicle Drivers Road Atlas which gives details of traffic restrictions and preferred routes which apply to freight vehicles. The city’s Intelligent Transport Systems Strategy suggests that this information should become available electronically via the internet as well as via mobile in-vehicle devices.
6.7 Taxis

6.7.1 Birmingham currently has approximately 1,200 licensed taxis (Hackney Carriages) and 4,500 private hire vehicles (PHVs) operated by 72 licensed private hire operators. Whilst there has been some growth in numbers following deregulation in 1997, recently the number of licensed vehicles has remained broadly static.

6.7.2 Problems are caused to Hackney Carriage drivers by cars and other vehicles parked in taxi ranks. The 63 city centre taxi ranks have been re-established under a new Traffic Regulation Order (TRO) with appropriate signage and road markings. In addition, a similar TRO will also cover taxi ranks in the rest of the city.

6.7.3 Taxi/PHV facility provision is particularly important at public transport interchanges and other sites such as hospitals and health facilities. With regard to access to health care, Birmingham City Council now has planning guidelines to highlight the need to provide for pick-ups and drop-offs by taxis and PHVs at all new health care facilities.

6.7.4 The provision of new taxi/PHV facilities is dealt with on a case by case basis. The City Council chairs a Trade Liaison meeting with Hackney Carriage and Private Hire Vehicle representatives on a monthly basis, which officers from Highways attend and any issues regarding facilities are raised at these meetings.

6.7.5 Some taxi ranks suffer from excess demand, for example at New Street Station and this can often result in overspill on nearby roads causing obstructions. The issues at New Street Station will be addressed by the Birmingham Gateway scheme.

Policies and Actions

<table>
<thead>
<tr>
<th>Policy</th>
<th>Action and timescales</th>
</tr>
</thead>
<tbody>
<tr>
<td>PNC4</td>
<td>The City Council will seek to ensure that parking requirements for deliveries and servicing are considered as part of changes to parking controls.</td>
</tr>
<tr>
<td>PNC5</td>
<td>The City Council will continue to support appropriate provision of secure lorry parking facilities in the city.</td>
</tr>
<tr>
<td>ANC9</td>
<td>As new Controlled Parking Zones and other parking controls are developed, the City Council will consult local stakeholders on their requirements for on-street servicing and deliveries and as far as possible take account of that need in the scheme design. BCC/Partners Ongoing</td>
</tr>
<tr>
<td>ANC10</td>
<td>Using the City’s Parking Guidelines Supplementary Planning Document, seek to ensure that appropriate parking for goods vehicles is provided where necessary in new developments of relevant land use types. BCC Ongoing</td>
</tr>
<tr>
<td>ANC11</td>
<td>The City Council as part of the West Midlands Freight Quality Partnership will work to identify future parking needs and try to identify suitable sites for well located and secure parking. BCC/Partners Ongoing</td>
</tr>
<tr>
<td>ANC12</td>
<td>Investigate, as per Birmingham’s Intelligent Transport Strategy, channels for providing information on parking provision and restrictions for freight vehicles electronically. BCC Ongoing</td>
</tr>
<tr>
<td>ANC13</td>
<td>Seek to ensure that applications for freight licences to the Traffic Commissioner are monitored and objections raised where parking arrangements are considered to be potentially inappropriate. BCC Ongoing</td>
</tr>
</tbody>
</table>
## Suggested Policies and Actions

<table>
<thead>
<tr>
<th>Policy</th>
<th>Action and timescales</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PNC6</strong> The City Council will continue to support the provision of high quality taxi/private hire vehicle facilities at locations where there is a justifiable demand.</td>
<td></td>
</tr>
<tr>
<td><strong>ANC14</strong> Ensure that consultation with Hackney Carriage and PHV operators continues through the Trade Liaison meetings in order to ensure that adequate facilities are being provided and where action is needed to address problems e.g. enforcement of ranks.</td>
<td>BCC Ongoing</td>
</tr>
<tr>
<td><strong>ANC15</strong> Require the provision of additional taxi ranks within or close to new developments which are likely to generate new use or increase pressure on existing provision.</td>
<td>BCC Ongoing</td>
</tr>
</tbody>
</table>
7.1 Introduction

7.1.1 The availability of parking space, especially on-street road side space, both in the city centre and many suburban areas is limited and under increasing pressure as car ownership (and multiple car ownership) grows. The development of an effective parking policy framework is therefore essential in order to manage the various competing and intensifying parking demands being experienced across the city.

7.1.2 Whilst the Council cannot directly control car ownership, polices for charging for and the supply of both on and off-street parking can influence parking demand, parking space turnover and, ultimately, car use and ownership.

7.1.3 Policies for on-street parking seek to rationalise and prioritise the use of on-street space particularly in those areas experiencing parking stress. The effective management of on-street parking can be important in supporting shopping areas and in achieving environmental objectives. Parking space availability and charges are highly sensitive subjects and there is a need to ensure that the measures proposed are proportionate to the problem, justified and manageable.

7.1.4 Birmingham has a wide range of areas with challenges - from the city centre at one end of the scale through to peripheral suburban areas at the other extreme, all with their specific characteristics and challenges which require separate, local solutions.

7.1.5 It is important that different types of parking, i.e. public/private and on-street/off-street, should not be considered in isolation, but managed collectively to achieve an effective balance of supply and demand. In deciding on parking controls it will be necessary to take account of the type of parking demand and the parking hierarchy. Policy for on-street parking for disabled people is specifically examined in Section 5. On-street parking policies for non-private car modes are covered in Section 6.

7.2 Issues

7.2.1 The supply of on-street parking in the city is linked to the road function and capacity as well as off-street parking availability and the type of land use. On the strategic routes generally, parking controls are more rigorous particularly with the introduction of Red Routes.

7.2.2 Car ownership in the city continues to grow (see Section 3) and could increase significantly by 2020. According to the 2001 Census there are now at least 330,000 cars in the city. A study undertaken for the City Council by Oscar Faber in 2002 suggested that Birmingham’s total parking stock inclusive of BCC/private off-street, private non-residential and on-street parking (both controlled and unrestricted) was in the region of 130,000 (not considering private residential off-street).

7.2.3 On-street parking problems are not universally spread across the city and tend to be more acute in areas such as:

- Older inner city areas.
- Conservation areas built without provision for the motorcar.
- Around local centres and other major trip generators e.g. industrial estates, stations and hospitals.

7.2.4 As competing parking demands intensify and conflict, the need for effective on-street parking management based on clearly defined priorities increases. It is essential that this management process is guided by a firm understanding of variations in on-street parking supply and demand across the city. See Section 12 Information Collection - Monitoring and Reviewing.

7.3 Managing On-Street Parking

7.3.1 There is no one size fits all approach for managing parking. The measures used are often a result of various factors e.g. levels of car ownership, access to (and perception of) public transport, different land uses, type and age of housing, amount, design and location of off-street parking, changing demographics. This list is not exhaustive. A solution will need to take account of these factors and will be constrained by the specific characteristics of each location.

Traffic Regulation Orders

7.3.2 Traffic Regulation Orders (TROs) give legal backing to measures which manage the movement and parking of vehicles, cycles and pedestrians on the highway. TROs for parking controls are usually used for prohibition purposes i.e. no waiting/loading or management purposes. The Road Traffic Regulation Act 1984 and the Road Traffic Act 1991 are the key pieces of legislation which provide the powers for local authorities to introduce parking controls.
7.4.2 The concentration of activity within the city centre means that it is impossible to accommodate all of the demands for parking. The number of housing units in the city centre has doubled during the last 10 years. However, it is still important for the City Council to ensure that a level of provision is maintained for those who need it the most. The city centre (defined as the area within the ring road) has a wide range of demands. These include primarily residential parking in areas such as Ladywood, Attwood Green and parts of Highgate to mainly commercial in the city core and industrial areas of the Gun Quarter and Digbeth. Over recent years, where there has been an increase in the mix of land uses such as in the Jewellery Quarter, parts of Digbeth and close the NIA/ICC, parking associated with commuters and other visitors has increased demand for the limited on-street spaces available.

7.4.3 The city centre core is covered by the Inner CPZ and here parking on-street is largely limited to pay and display bays (Monday to Sunday 0800-1800), designated bays for disabled motorists and provision for deliveries.

7.4.4 Demand in the Inner CPZ is primarily from visitors (to businesses and shops). Whilst the resident population of the city centre core has increased in recent years the Council has resisted making permits available for residents to use the pay and display bays due to the limited availability of spaces. The Council recently reviewed on-street parking controls within the city core and, where appropriate, created more areas of single yellow which can be used for parking when the CPZ does not operate. Where practical the Council has also made permits available for residents to use in the Council’s off-street car parks (see Section 8). Parts of the outer city centre are also covered by CPZ as shown in Figure 7.1. A review of the Jewellery Quarter zone has taken place to better address the parking demands which now take place as a result of significant residential development over the last decade.

7.4 Parking and Land Use

7.4.1 As discussed, parking demand is a product of land use and the measures necessary to manage it will be developed taking into account the specific characteristics of individual areas. The following sections provide a summary of the issues associated with on-street parking and the types of controls used in different areas of the city.
FIGURE 7.1 Existing City Centre Controlled Parking Zones

Not to scale

Inner Zone  Outer Zone  Jewellery Quarter  Gun Quarter

This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Birmingham City Council Licence No. 09021526, 2010.
7.4.5 Outside of the CPZs, parking controls are not extensive and problems are being experienced with increasing demand for on-street parking by new residents competing with the demands of the existing residents, local businesses and servicing together with parking by commuters to the city centre.

7.4.6 The further development of CPZs will be important in the city centre to ensure that scarce on-street space is available to those who require it most. It is anticipated that CPZs will eventually cover the majority of the area within the ring road.

7.4.7 CPZ implementation will ensure that potential parking problems associated with new developments are minimised. In accordance with planning guidance new developments provide limited off-street car parking and where possible this should be available for public use.

7.4.8 The purpose of lower parking standards within the city centre is to try to encourage better use of limited space and to try and encourage lower levels of car ownership with city living. However, this needs to be supplemented with other measures.

7.4.9 Without appropriate on-street controls, residents without access to off-street parking often choose to move in and park their cars on-street. Resident permit schemes can manage this but they should be reserved for those areas with acute shortfalls as they need regular reviews to be effective.

7.4.10 In the future it may be appropriate for the Council to consider planning conditions which preclude residents of certain developments within CPZs/resident parking scheme areas from being eligible for a resident’s permit where limited or no parking has been provided as part of the planning approval. Section 11 describes other measures which need to be considered alongside parking policies.

7.4.11 As CPZs are implemented in the city, it is likely that some areas on the periphery of the zones may experience the effects of displaced parking. The City Council will monitor these situations and where necessary introduce appropriate parking controls to minimise these problems.

Local Centres and Major Trip Generators

7.4.12 Many of the city’s local centres experience localised parking stress as a result of a various factors e.g. workers and businesses, shoppers and residents all competing for limited kerb space close to the centre.

7.4.13 Some local centres are located on the main radial routes, forming part of the Primary Route Network. Here there will be conflicts between ensuring reasonably free flowing traffic and providing adequate parking for the centre in terms of visitors and loading/unloading, particularly on-street.

7.4.14 Where audits/studies show that there are deficiencies in parking supply, options for providing additional off-street car parking should be pursued, however, there is often a lack of suitable sites.

7.4.15 Measures to maximise the use of existing parking provision should be explored first as a way of meeting parking demand before options for additional provision are considered. Options include:

- Reviewing on-street parking to ensure it can meet the needs of the area.
- Encouraging retailers with private car parks to allow them to be used for more general public car parking.
- Better management of existing on and off-street parking areas.
- Improved security in existing car parks and on pedestrian routes to and from car parks.
- Ensuring that when new retail developments are permitted, parking provision is available to serve the centre as a whole and not just the new development.
- Reviewing charging regimes to ensure that they balance the needs of the centre against the desire to recover car park costs.

7.4.16 As with the city centre a number of larger local centres could benefit from the introduction of CPZs or Residents’ Schemes in order to better prioritise the supply of on-street parking.

7.4.17 Other major trip generators such as industrial estates, sports and entertainment stadia, railway stations and hospitals also create parking problems and bespoke solutions need to be identified. The City Council has implemented parking controls including a CPZ close to the Queen Elizabeth Hospital and a match day residents’ parking scheme operates around the Villa Park Stadium in Aston.

Rest of the City

7.4.18 Outside of the city centre and local centre areas, various kerbside waiting and loading restrictions and yellow lines are in place on-street. Restrictions and controls are implemented at locations such as at junctions or where parking would cause safety or congestion problems. The restrictions also ensure that emergency vehicles and bus routes and stops are free from obstruction and delays.
In areas of the city which are mainly formed of terraced properties, on-street parking problems can be exacerbated by house conversions to flats. This puts further pressure on streets where there is already limited on-street and off-street space. The dense nature of the housing means that the availability and opportunities to provide further off-street space is limited. Ideally shared rear yards or land would be the preferable approach. Residents’ schemes can play a part but may require prioritisation in the issuing of permits.

7.5.3 The City Council has completed the implementation of Red Route controls on the A34 Stratford Road and Walsall Road, and A38 Tyburn Road. Following successful implementation the City Council will continue to develop proposals to implement Smart Routes on main routes across the city where justified. The A41 Warwick Road will the first route to benefit form this approach.

7.5.4 The Emergency Services (Blue) Routes policy takes account of the potential impact of some traffic calming on the response times of the emergency services. Inconsiderate or illegal parking may cause delay to emergency services vehicles responding to an emergency call or impact on their ability to deal with an incident due to access problems. The City Council will work with the emergency services to ensure that inconsiderate or illegal parking does not create obstructions.

7.5 Strategic Routes

Smart Routes

7.5.1 Smart Routes are intended to improve highway efficiency and the local environment. They are essentially route management strategies of key corridors. These can include Red Route and Bus Showcase type measures with strict controls for stopping, parking and loading, and are designed to improve the flow of traffic, together with local environmental improvement works and improvements in road safety and the ‘street scene’.

7.5.2 Their implementation helps contribute to the City’s statutory duties under the Traffic Management Act 2004. In addition they will have positive environmental impacts including improving air quality as freer flowing traffic has positive implications for air quality and fuel efficiency. Improvements to traffic flow will provide benefits for the emergency services, freight and public transport users as bus reliability will be improved, benefiting those without access to a car.

Emergency Services (Blue) Routes

7.5.5 The Emergency Services (Blue) Routes policy takes account of the potential impact of some traffic calming on the response times of the emergency services. Inconsiderate or illegal parking may cause delay to emergency services vehicles responding to an emergency call or impact on their ability to deal with an incident due to access problems. The City Council will work with the emergency services to ensure that inconsiderate or illegal parking does not create obstructions.

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7.6 On-Street Parking Charges

7.6.1 Currently on-street pay and display parking is limited to areas of the city centre. Charges for pay and display are higher within the city core with prices reducing further out to the Ring Road. These charges are higher than off-street charges to ensure that the limited spaces are used by those who need them most and to encourage a higher turnover. In addition charges can help to reduce cruising by drivers trying to find available spaces.

7.6.2 It may be necessary to introduce on-street pay and display elsewhere particularly at major local centres or close to major trip generators and within any new CPZs.

7.6.3 The current on-street pay and display charges are varied to reflect local circumstances in terms of local parking demand and turnover of spaces. Where demand is high, especially for short stay spaces, pricing will be used to encourage a turnover of spaces.

7.6.4 Charges for on-street parking permits are discussed at 7.8.9.

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7.7 Footway and Verge Parking

7.7.1 Footway and verge parking takes place in many areas. Parked vehicles can dominate the street scene and cause obstruction to other road users, such as people with push chairs and disabled people. This contravenes the Highway Code, which requires drivers to show consideration for all road users. Inconsiderate parking on grass verges leads to environmental damage and complaints from residents. Damage is worse when ruts are created, leaving muddy and unsightly areas. Damage to grass verges has a financial implication for the Council, as it must pay for the damage to be repaired.

7.7.2 The parking of cars on footways and verges is often the alternative to blocking the street. In some cases this is a result of insufficient or undesirable car parking (both on and off-street) e.g. of dated design principles such as rear garages which are perceived not to be secure. Residents instead prefer to try and park their cars where they can be seen which is often on-street close to their property or on grass verges. Elsewhere it can be a consequence of inconsiderate behaviour and personal convenience.
Powers to Deal with Footway and Verge Parking Problems

7.7.3 Footway and grass verge parking ultimately result in higher maintenance costs for the Council. Footways and verges are not designed to take the weight of motor vehicles and, as such, damage to them can occur. Transport policies emphasise the need to prioritise pedestrians, reduce the dominance of the car and, in doing so improve the street environment.

7.7.4 Where damage to the footway occurs, the City Council can take action under the Highways Act 1980 to recover the cost of repairing the damage by arranging for the damage to be repaired and seeking to recover the cost from the person causing the damage. Unless it can be proven who is responsible, the action is unlikely to succeed.

7.7.5 The Highway Code states that motorists should not park partially or wholly on the pavement unless signs permit. Unlike in London, there is no local law that bans parking cars and small vehicles on the footway. Where practical the City Council can introduce Traffic Regulation Orders. However, these can prove costly to implement and enforce.

7.7.6 Where waiting restrictions are present, these apply in most cases from the centre of the road to the highway boundary. As a consequence, if waiting of vehicles is prohibited on the carriageway, the vehicle parked on the footway or verge is at risk of enforcement action under the relevant Order. Where TROs do not apply, provisions within the Highways Act 1980 and the Road Traffic Act 1988 make it an offence to cause an obstruction. However, enforcement is dependent on proving whether the obstruction was wilful or that the use of the road was unreasonable which is extremely difficult and time consuming.

7.7.7 The Police are the enforcing authority on grounds of obstruction. The Police will often take the view, however, that if an adequate paved footway width is available for pedestrians, the ‘obstructive’ impact of having parked vehicles on the verge or footway is less than if the same vehicles were parked on the adjacent carriageway.

7.7.8 Under the Traffic Management Act 2004 the City Council has powers to take action against parking across dropped kerbs including where vehicles are parked on the footway across a driveway.

7.7.9 In the past, the City Council has made use of stave mounted signs to indicate that parking is prohibited on the grass verge. However, these signs relied on a city bylaw for effect which has now lapsed. In addition, these signs are not a prescribed sign under the current Traffic Signs Regulations. As such, their use is not authorised on the public highway and as they are technically, therefore, an obstruction, the Council could be held liable in the event of an accident involving them. However, the West Midlands County Council Act 1980 does still prohibit driving on the mown verge but again there is difficulty in evidencing this offence. Currently the fine would be £50.

7.7.10 The possibility of requesting a byelaw under Section 235 of the Local Government Act to prevent parking on footways and verges has been considered by the Council. However, the department for Communities and Local Government (CLG) undertook a consultation exercise on proposed changes to byelaw legislation in November 2008. Proposed changes include a procedure to enable Councils to make byelaws without having to first seek confirmation from the Secretary of State and for the potential use of Penalty Notices for byelaw contraventions. Such proposal would speed up the process of introducing a new byelaw relating to verge parking, however there would be potential resource implications associated with investigating and prosecuting a contravention.

7.7.11 The Sustainable Communities Act (2007) invited local people to say what they think should be done to improve their community and provided a process for people to submit these ideas, through local councils, to national government. In response the Council has submitted a number of proposals to the Local Government Association for consideration. These included the proposal that local authorities be given the discretionary power to regulate vehicles that park on and damage footways and grass verges where appropriate and proportionate to the problem.

7.7.12 Joint working with the Police on considerate parking initiatives can be used to address these problems with local residents and motorists to encourage different behaviour and reduce the need for enforcement action.

Conversions of Verges, Grassed Areas and Front Gardens for Parking

7.7.13 In some locations parking problems can be addressed by converting wide footways/or other spare areas of city owned land or enabling the conversion of front gardens to allow formal car parking to take place.

Verge and Grass Area Conversions

7.7.14 The City Council receives a large number of requests to provide formalised off-street parking within the highway and must therefore ensure that resources are targeted effectively. The Council will not consider proposals unless there is a demonstrable wider community benefit for providing verge parking/off-street parking in terms of traffic management, road safety, security and the local street scene.
Environmental Considerations

7.7.19 The conversion of front gardens and similarly the conversion of grass verges to provide parking space will, over time result in a net increase in the amount of land being covered in impermeable materials. The cumulative effect of this has consequences in terms of run off and ground water. A report by the London Assembly estimates that an area the size of 22 Hyde Parks has been lost in London to front garden conversions for parking.

7.7.20 In converting areas for parking, either public or private, consideration needs to be given to the use of permeable materials and the use of green space. As a result of climate change the UK is likely to experience more intense and heavier rainfall events which can result in flash flooding. The retention of green spaces can help to mitigate these impacts as they retain and absorb rain water. The more paved surfaces there are, the less rainfall is soaked into the ground and the more Birmingham’s sewerage system struggles to cope.

7.7.21 Legislation was introduced in 2008 which requires homeowners to gain planning permission to cover their gardens with impermeable materials such as asphalt. Only areas made of gravel or porous bricks or paving, which provide better drainage than hard surfaces, do not need planning permission. Good design in new development can help ensure the best use of land for providing parking. Similarly conversions of highway verge and grassed areas could also be provided using a number of more permeable materials:

- Gravel.
- Pavers with built in vertical drainage channels which reduce run off.
- Slabs made from recycled plastic, gravel and crushed glass.
- ‘Netpave’, a synthetic net placed on areas of grass to prevent erosion by pedestrians and light vehicle traffic.
- ‘Grasscrete’.

7.7.22 The City Council can also use methods such as bollards and guard rail to prevent pavement and verge parking.

Skips

7.7.23 Skip permits are issued to residents or contractors wishing to place skips on the public highway. Coordination is necessary between Parking Services and those issuing the permits to ensure that, where appropriate, on-street bays are suspended to avoid creating obstructions.
Good Practice - Considerate Parking Initiatives

In some areas where the introduction of TROs or footway/verge conversions are not seen as viable then ‘considerate parking initiatives’ could be used to help make residents aware of the issues associated with illegal/inconsiderate footway parking.

Initiatives have been set up by a number of Constituencies working with local police stations. The campaign involves either leaflets being distributed to households in areas of concern or notices placed on windscreens of cars considered to be parked inappropriately.

Considerate Parking Initiatives aim to encourage the co-operation of residents and motorists to ensure they consider some of the following:

- Not to park on the grass verges.
- Not to park where they may cause an obstruction or create difficulty for other road users and pedestrians.
- Not to store skips on the grass verges.
- Skips on the highway must be lit or have reflective indicators, to alert drivers in the dark. The duration of skips on the highway should be limited to a maximum of 28 days.
- Where damage is caused, householders can be held responsible for its re-instatement, to avoid further action.

As part of the initiative, arrangements could be made for:

- Information discs to be provided to householders for display on their property.
- Householders to be contacted in the event of inappropriate storage of skips or building materials on the highway, road, verge or footway.
- When residents fail to carry out re-instatement works competently, the Council will make these arrangements on behalf of the resident at cost.

Successful initiatives have been developed and implemented in Hall Green and Edgbaston Constituencies. The Police have also used these initiatives as an opportunity to highlight the issue of car crime. Below is an example of the sort of literature that has been distributed as part of one of the initiatives.

---

**TO THE DRIVER**

This is just a polite notice that your vehicle was seen in circumstances that either caused an obstruction or was inconsiderately parked.

By parking inconsiderately or by causing an obstruction, whether it be on the road or covering a part of the pavement you are not only putting other road users at risk but are also preventing pedestrians and the disabled from using the pavement.

If you continue, or are identified as continuing to park in such a manner then you may be liable for prosecution by police and partners.

---

**A message from West Midlands Police**

**DO NOT OBSTRUCT**

THE FOOTWAY OR THE CARRIAGeway
7.8 Controlled Parking Zone/Residents’ Parking Scheme Framework

7.8.1 Introduction

7.8.1.1 Within a Controlled Parking Zone (CPZ) specified hours of parking control apply to the public highway and the zone is marked with entry and exit signs at the boundary. All TROs within the zone operate within the specified hours. The entry and exit plates reduce the requirement for additional signs and reduce street clutter. CPZ controls do not apply to private roads. Within a CPZ permit holders will be able to park in designated bays during the hours of operation.

7.8.1.2 A Residents’ Parking Scheme does not need zone entry signs and the restrictions would be individually signed. Residents Parking Schemes are normally implemented where a parking problem is specific to a few roads. As with CPZs, only permit holders will be able to park within designated bays on the roads covered by the scheme during the hours of operation.

7.8.2 Objectives

7.8.2.1 CPZs and Resident Parking Schemes are designed and implemented to assist areas suffering from parking stress. The benefits of a CPZ or a Residents’ Scheme are to:

- Effectively manage on-street parking.
- Improve road safety.
- Enhance the environment.
- Allocate spaces fairly based on user priority.
- Assist emergency vehicle and service vehicle access.

7.8.3 Approach

7.8.3.1 Ideally the City Council will seek to establish a zone across an area (e.g. a dozen roads) rather than single roads in order to try to minimise the amount of displacement into the surrounding roads. The schemes should not be of a size so that residents would benefit from driving from one side of it to the other for shopping or business purposes.

7.8.3.2 CPZs and Residents’ Parking schemes can also enhance the local environment by creating safer streets, free from dangerously parked and abandoned vehicles. The provision of prioritised on-street parking can reduce the need for dropped kerbs and paved front gardens which are both costly for the resident and can be unsightly. Cars parked on front gardens can detract from the appearance of areas. The City Council has published the documents ‘Places for Living’ and ‘Places for All’ to assist the delivery of an improved street scene in the city (more detail is given in Section 11, Supporting Measures).

7.8.3.3 With the help of consultation, CPZs can be designed to better address the parking needs of various road users e.g. disabled people, local residents, shoppers, as well as ensuring the essential waiting and loading needs of local businesses. In order to meet these needs a variety of on-street parking controls can be used (e.g. resident’s bays, business permit bays, pay and display bays and shared use bays, free limited waiting together with single and double yellow lines).

7.8.3.4 In general the City Council will seek to restrict the inclusion of free limited waiting spaces within a Controlled Parking Zone. Free spaces are difficult to enforce and as a result increase the cost of operating the scheme if they are being abused.

7.8.4 CPZ/Residents’ Scheme Coverage.

<table>
<thead>
<tr>
<th>CPZs in Birmingham:</th>
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<tbody>
<tr>
<td>- City Centre Inner*.</td>
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<tr>
<td>- City Centre Outer.</td>
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<tr>
<td>- Gun Quarter.</td>
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<tr>
<td>- Jewellery Quarter (currently under review).</td>
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<tr>
<td>- Humphrey Middlemore Drive, Selly Oak.</td>
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<tr>
<td>- Chamberlain Gardens, Ladywood.</td>
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* No permits for residents and businesses are made available within this zone.

And six Residents’ Parking Schemes:

- Tudor Road, Lyndon Road, Park Road.
- Boswell Road, Sutton Coldfield.
- King Edward Road, Moseley.
- Aston Villa Match Day Scheme.
- Station Road, Kings Norton.

The CPZ at Humphrey Middlemore Drive includes a residents’ parking scheme.

The City Council is developing proposals for a number of new Controlled Parking Zones/Resident Schemes, for example:

- Further schemes around Queen Elizabeth Hospital in Selly Oak.
7.8.4.1 The extension of on-street controls to most of the city centre is a priority. This will also need to consider the inclusion of areas bordering the city centre near the Ring Road. There are also many requests from residents and Ward Councillors for on-street parking controls in local centres and residential areas of the city. In order to ensure that limited resources are targeted effectively, the City Council are developing a prioritisation process for consideration of potential schemes.

7.8.5 Controlled Parking Zone/Residents’ Parking Scheme Framework

7.8.5.1 This parking policy seeks to provide a robust, policy led, systematic framework, for the future implementation of CPZs and Residents Parking Schemes in the city. This will help gain and maintain public confidence in the CPZ implementation process. There is a strong policy presumption in favour of extended parking controls.

7.8.5.2 The City Council has a policy for a Priority Ranking System for TROs (agreed by Transportation and Technical Services Committee, 16th July 1998). This was introduced due to the number of requests being made. The types of TRO included in a ranking system would normally be Waiting Restrictions, Loading Restrictions, One Way Traffic, Prohibition of Driving, Length/Width Restrictions, Bans on Specified Types of Vehicles, Parking Places. However, the priority ranking system does not include residents’ parking.

7.8.5.3 The Council will undertake the appropriate measures to deal with parking stress based upon clear criteria. Whilst it should be clear that residents cannot expect to be able to park outside their property it is reasonable that they should be able to park within a reasonable distance/close by. Parking schemes can also contribute to local environmental and community agendas.

7.8.6 Assessing, Prioritising and Programming Schemes

7.8.6.1 The Council is developing a framework for assessing and prioritising area-wide CPZs/resident parking schemes and will subsequently develop a programme for further work. Areas which are identified will need to be surveyed to gauge the extent of the parking problems and to determine the most appropriate action.

7.8.6.2 Following analysis of the data from the parking surveys, the need for a Controlled Parking Zone/Residents’ Parking Scheme will be based upon the following:

(a) Clear evidence of parking stress occurring and lack of available spaces. Generally during the survey period parking demand will need to exceed 85% of most of the legal on-street spaces in the survey area at a particular time (and a significant proportion of the parking should be non-residents). Any scheme will need to consider how the parking demands could be met and whether the introduction of a permit scheme for residents (and where appropriate businesses) would ensure better prioritisation and use of parking space. Generally there should also be no more than 50% of properties with off-street parking provision. The impact of displacing parking into surrounding areas must also be considered.

(b) Once it is agreed to investigate whether a CPZ/Residents’ Parking Scheme is appropriate parking beat surveys should be undertaken to understand the local parking supply, demand and use. The survey should also consider the availability and use of publicly available off-street parking (and in some cases private spaces also). This will provide the information necessary to provide a guide as to whether the area fits with the criteria set out above in the parking scheme principles. It may be useful to undertake a small feasibility study which considers the results of the survey and what sort of options may be appropriate to satisfy the various demands for parking which take place. It will also be useful to set up a small steering group formed of officers/consultants, local members and other local stakeholders e.g. residents groups, town centre managers, traders associations etc.

(c) The decision to proceed to first stage consultation with local residents and stakeholders should be taken on the basis that it is likely that the introduction of parking controls would create a benefit to the area in terms of parking for residents (and other local priority users e.g. businesses) but also would have a positive impact on traffic management as well as social and environmental benefits.

7.8.7 Scheme Development, Design, Consultation and Governance.

Taking forward a proposed scheme is best done in a number of stages:

- Stage 1 (In Principle Consultation): At this stage the Council seeks local stakeholders’ views on the introduction of a parking scheme. The proposal should set out that it will consider where appropriate priority demands (i.e. resident, and in some cases businesses) but also loading and unloading spaces, disabled bays, motorcycle bays and bus stops as necessary. These sort of consultations often receive low to medium response rates, possibly as low as 15 to 20%. A target for approval should be at least 60% of all relevant responses in favour.

In addition to seeking views and assessing the level of support this initial consultation can be used to obtain additional information which can be useful in designing a scheme such as car ownership, access to and use of off-street parking and to highlight any particular issues for users e.g. businesses and their requirements for loading and unloading, parking for motorcycles. Where bus routes pass through a proposed scheme area, it will also be necessary to consult with Centro/ITA and bus operators.
Following analysis of the results and discussion with local members, a Report/Information Briefing should be taken to the relevant Cabinet Member and Ward Councillors for a decision on how to proceed. If approval is given to proceed to a second stage consultation, the scheme can be developed further taking account of information gained during the first stage of consultation. At this point it is also appropriate to develop an initial business case which considers the costs of implementing and running the proposed scheme.

- Stage Two (Detailed Design Consultation). The second stage consultation seeks views on a more detailed scheme proposal. Further comment is invited and scheme design will be amended to better reflect the various local issues and parking demands.

Once the consultation has closed the scheme will be finalised, traffic orders drafted and a full business case will need to be prepared. A report setting out the proposed scheme will then go to the Cabinet Member for authority to proceed and to advertise the Traffic Regulation Orders.

- Stage Three (TRO advert). This stage is the statutory consultation on TROs when formal objections can be made. In the event that there are objections to a scheme it will be necessary to explore if any changes can be made to address them. If this is not possible then it will require a decision by the appropriate Cabinet Member whether to proceed notwithstanding the objections.

In implementing a scheme it will be necessary to ensure sufficient information is provided to those who will be affected by the introduction of the scheme, particularly making sure they are again fully aware of the implications of the scheme and details regarding the issuing and use of permits.

7.8.8 Times of Operation

7.8.8.1 The duration of parking controls will vary from scheme to scheme. Most will operate Monday to Friday (and in some cases Saturday). A limited number of schemes may need to operate at other times such as evenings or Sundays to address specific issues. However, where there are or could be a number of schemes in close proximity (e.g. city centre), consideration should be given to adopting a consistency in the times of operation.

7.8.9 CPZ/Residents Parking Schemes Parking Permits and Charges

7.8.9.1 Parking permits are used to provide prioritised parking to users within a zone or scheme and enable effective enforcement. There are costs associated with the administration and the maintenance (signs and lines) of the schemes and charges are made for permits in order to reflect these.

7.8.9.2 As CPZs are implemented, the number and type of parking permits issued by the Council can have a significant impact on parking demand across the city. Parking permit policies (primarily through the pricing mechanism) can also be used to influence car ownership patterns. Consequently, parking permits should be viewed as a vital parking management tool which can help achieve the Council’s wider transport policy objectives.

7.8.9.3 Parking permits are currently issued to several groups of users, including residents, businesses and their visitors together with health service workers such as doctors.

7.8.9.4 The Council’s Adults and Communities Directorate administer the Blue Badge parking permits for disabled people under the Blue Badge Scheme, which is discussed separately in Section 5.

7.8.9.5 The charges for residents permits (outside the city centre CPZs) are currently £15 for the first permit and £30 for any subsequent permits issued to that household (where additional permits are issued). These charges are applicable to areas which are primarily composed of residential properties. In certain areas of the city, particularly areas of the city centre, there is a need to impose higher permit charges which reflect the higher levels of demand for parking. This is due to the various competing parking demands of businesses, residents and visitors and the limited amount of on-street space compared to off-street publicly available spaces.

7.8.9.6 Within the core of the city centre CPZ no on-street residents’ permits will be made available. Currently in the Jewellery Quarter Zone season tickets are available to residents and businesses to allow parking in the pay and display spaces. In the Gun Quarter Zone permits are available to residents and businesses. A limited numbers of residents’ permits have been made available in a number of the city centre and local off-street car parks (see Section 8.3.4).

7.8.10 Funding and Financial Implications

7.8.10.1 The cost of establishing a new residents’ parking scheme/CPZ can be high. With the costs associated with consultation, design, publishing of traffic orders, signing and marking the costs of even a small scheme could exceed £40k and a larger scheme could easily exceed £100k. Members will need to consider how these finances are to be delivered in relation to other demands at the time that budgets are set and approved. Schemes can be funded from a variety of sources including the Transportation Capital Programme and Regeneration funding as well as developer contributions.
7.8.10.2 The availability of information where parking controls are needed, can help inform negotiations regarding developer contributions (Section 106). These can either be used to fund or part fund schemes or in some areas money from various agreements can be pooled in order to fund a larger scheme. This is set out within the City’s draft Parking Guidelines Supplementary Planning Document (Appendix 1).

7.8.10.3 It should be established before any scheme is implemented that it will cover its operating costs. The cost of enforcing schemes is particularly important. Generally schemes will, as noted, be self financing but there is often a need to provide financial support for the initial enforcement of a scheme until it has become established. These issues should be considered as part of the business case development.

### POLICIES AND ACTIONS

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<thead>
<tr>
<th>Policy</th>
<th>Action and timescales</th>
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<tbody>
<tr>
<td>POS8 The City Council will continue to implement Controlled Parking Zones/Residents Parking Schemes in order to allow rationalisation and prioritisation of on-street spaces in areas experiencing parking stress or where parking problems are likely to occur due to land use changes.</td>
<td></td>
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<tr>
<td>POS9 The City Council will ensure a fair and consistent approach in developing proposals for Controlled Parking Zones/Residents’ Parking Schemes in line with the principles and process required for their implementation.</td>
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<tr>
<td>POS10 The cost of the parking scheme permits must cover the scheme running costs.</td>
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<td>Actions</td>
<td>Action and timescales</td>
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<tr>
<td>AOS12 Continue the programme of CPZ/Residents Schemes by identifying principal areas likely to benefit from parking controls together with criteria for prioritising implementation and revised criteria for assessing need.</td>
<td>BCC 2010</td>
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<tr>
<td>AOS13 CPZs/Residents’ Schemes will be reviewed at agreed periods to ensure that they are continuing to achieve their objectives.</td>
<td>BCC At least every 3 yrs</td>
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<tr>
<td>AOS14 Permit charges will be reviewed annually as part of the Fees and Charges Report to ensure that they continue to be appropriate. A parking permit review can be performed to identify if any changes are required once a number of new schemes are in place.</td>
<td>BCC Ongoing</td>
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</table>
8.1 Issues

8.1.1 Publicly available off-street parking is an important part of the total parking stock. It can influence the overall number of trips particularly those by private car. The management of off-street car parks is an important tool for encouraging more sustainable travel choices available, particularly for commuter journeys.

8.1.2 It is important to balance the need to reduce certain trips with the need to support the economic vitality of the city centre and other local centres where access by car for visitors remains important. The City Council has reduced the amount of long stay parking in the city centre in accordance with the Local Transport Plan target by using the charging structure to encourage shorter stays.

8.2 Supply and Demand

The supply of publicly available off-street parking in Birmingham city centre generally exceeds demand with, on average, only 60% of all spaces occupied on an average day. At certain times e.g. Christmas demand can exceed supply. Figure 8.1 shows the location of city centre public car parks together with average car park occupancy levels across the city centre at 11am on a typical weekday.

8.2.1 Birmingham City Council Operated Off-Street Car Parks

8.2.1.1 The City Council operates 32 off-street car parks in the city centre (inside the ring road) with a total of 7,600 spaces and a further 37 off-street car parks with a total of 2,500 spaces across the rest of the city. The city centre car parks operated by the City Council equate to about a third of the total number of publicly available spaces. Table 8.1 illustrates the split and highlights the reduction of City Council influence over the total parking stock.

8.2.2 Privately Operated Public Car Parks

8.2.2.1 The majority of public off-street parking space in the city centre is privately operated with around 50 off-street car parks which are operated by a number of operators including the Bullring, Apcoa Parking, NCP and Euro Carparks.

8.2.3 Private Non-Residential

8.2.3.1 Like private residential parking places, private non-residential (PNR) parking is provided to service specific developments; usually employment/businesses and is best described as ‘office parking’. PNR does not include staff and visitor parking at leisure and retail venues (e.g. where membership or venue use is a condition for parking access).

8.2.3.2 The number of PNR spaces in the city centre (40,500 in 2001) is almost double the amount of the publicly available off-street spaces. There is little data available on the total level of PNR in the rest of the city except for Sutton Coldfield. The presence of this parking limits the ability of the City Council to manage overall parking levels in order to meet planning and transport objectives.

8.2.4 Work Place Parking Levies

8.2.4.1 Legislation introduced as part of the Transport Act 2000 provides local authorities with powers to introduce Work Place Parking Charges/Levies (i.e. on PNR parking but only for certain uses). To date no local authority has implemented a WPL but Nottingham City Council has applied to the government for permission to introduce a scheme.

8.2.4.2 A feasibility study into WPL was undertaken by the West Midlands Joint Committee in 2003. At the time the report came to the conclusion that a Work Place Parking Levy was unlikely to be an appropriate approach in the West Midlands.

8.2.5 Local Centres Off-Street Car Parking

8.2.5.1 A suitable level of well signposted, secure car parking is important for local centres. However, the provision of car parking in local centres should, as in the city centre, be related to the overall accessibility of that centre by all modes of transport.

8.2.5.2 The City’s local centres strategy has highlighted the need for an audit of existing on and off-street parking provision to be part of any local centre regeneration initiative. This is supported and is consistent with the proposed improvement for parking data management dealt with in Section 12.

8.2.5.3 The City’s parking guidelines propose tighter restrictions for new developments in larger local centres and around rail stations. Where appropriate increased publicly available off-street parking could be provided as shared use in new developments once measures to maximise the use of existing provision have been explored.
FIGURE 8.1 Occupancy of publicly available car parks - typical weekday in November 2006 at 11am

Not to scale

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Car Park Location

<table>
<thead>
<tr>
<th>Area</th>
<th>Total Spaces</th>
<th>Occupied</th>
<th>Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area 1</td>
<td>3,359</td>
<td>2,355</td>
<td>1,004</td>
</tr>
<tr>
<td>Area 2</td>
<td>7,212</td>
<td>3,498</td>
<td>3,714</td>
</tr>
<tr>
<td>Area 3</td>
<td>4,946</td>
<td>3,052</td>
<td>1,894</td>
</tr>
<tr>
<td>Area 4</td>
<td>4,499</td>
<td>2,053</td>
<td>2,446</td>
</tr>
</tbody>
</table>

City Council Car Parks:
Occupancy for Pay & Display car parks has been derived from bove forms on Wednesday 29th November 2006 with the following assumptions:

- 66% of vehicles arriving between 11pm and 8am will be present at 11am
- 86% of vehicles arriving between 8am and 10am will be present at 11am
- 86% of vehicles arriving between 10am and 11am will be present at 11am
- 100% of vehicles arriving between 10am and 11am will be present at 11am

(NC data available for all car parks in area 4)

Other Privately Operated Car Parks:
Occupancy derived from manual entry/exit counts during November 2006.

NCP Car Parks:
Source data provided by NCP gives the number of vehicles parked at 11.00 am on Wednesday 22/11/06.
8.2.6 Shared Off-Street Parking Provision

8.2.6.1 The City’s parking guidelines document states that where new retail or leisure developments are proposed in or on the edge of a local centre or within the city centre, it will be expected that any car parking provision provided in connection with the development will be publicly available to users of the centre as a whole and not restricted to users of the particular development scheme.

8.2.7 Temporary Car Parks

8.2.7.1 There are a number of temporary car parks, particularly in and around the city centre. These car parks are usually sites awaiting development and are not of a good standard and undermine the City’s policies on parking provision. These sites should not be considered as part of the city’s overall parking stock. In limited cases they can provide an interim solution to car parking problems while development takes place.

8.2.7.2 There are also areas of unregulated, ad hoc off-street parking activity and this is not confined to the city centre. Efforts are being made to restrict this (particularly if linked to clamping) and where appropriate (e.g. within city centre) seek to provide charged off-street parking particularly within the Controlled Parking Zones.
**8.3 Off-Street Car Parking Charges**

8.3.1 As noted the City Council has only a limited ability to influence off-street parking use through price. Nonetheless, the City Council has sought to encourage greater levels of short stay parking in order to provide a greater turnover of spaces and restrict long stay parking. This has resulted in a reduction in the number of long stay spaces in the city centre. The level of charges for off-street car parks in the city centre also encourages their use over on-street space which helps to reduce motorists cruising around for spaces.

8.3.2 The 2001 West Midlands Local Transport Plan (LTP) included a target of a reduction in long stay spaces of 3% per annum until 2006 which has been achieved. The second LTP includes a new target to further reduce long stay parking in the city centre and Sutton Coldfield by 1.5% per annum to 2011.

8.3.3 A number of suburban City Council operated off-street car parks remain free of charge. This can be justified where the introduction of charges would result in users being deterred and result in on-street parking problems. However, the City Council must still pay maintenance costs and business rates and a strong case has to be made for the cross subsidy in the parking account that is necessary to operate these sites.

**8.4 Off-Street Payment Facilities**

8.4.1 The majority of the city’s charged off-street car parks are pay and display. Where appropriate pay on-foot parking (where customers pay as they exit for the time they have used) has been introduced. However, this is not appropriate in some car parks where patterns of use result in queuing at the exit or due to the design of the car park.
8.4.2 Parking charges are currently collected in two ways:

a) At the point of service - The primary method used is ticket machines allowing payment by cash only. An alternative payment method introduced in July 2006 allows payment by debit/credit card at the point of service via mobile phone. Customers pay an additional service charge if they choose to use this service, but there are benefits to customers in addition to the convenience of this payment method.

b) In advance - Payment in advance can be made by phone, post or in person either for prepaid parking tickets for a specific day or for season tickets.

8.4.3 Where appropriate the City Council will enable payment for parking by means which reduce the need for cash which can therefore improve security.

Park and Pay by Phone

8.4.4 The City Council offers a payment method for parking allowing customers to pay by credit/debit card over the phone. Initially, this new service is available for use in the city centre off-street car parks as well as the on-street pay and display bays in the ‘inner’ city centre parking zone up to a maximum of 2 hours.

8.4.5 Customers can use the service by making a mobile phone call or sending a text message and they can choose to receive a reminder text message shortly before their parking time will expire. Customers will then have an option to extend their parking time up to the maximum permitted duration without having to return to the parking area.

8.4.6 Most of the Council’s car parks currently use the pay and display system to collect parking fees. Park and pay by phone enhances the pay and display system by removing the need for customers to carry an increasing amount of coins for the ticket machines and offers a flexible arrangement for customers who don’t know how long they need to leave their car parked. In contrast to the standard pay and display which currently requires them to pay in advance, the new service enables customers to pay only for the time parked. In addition, customers who are delayed in returning to their vehicle or decide they want to stay longer can extend their parking period without incurring a penalty charge.

Off-Street Car Park Residents’ and Business Season Tickets.

8.4.7 In a number of car parks the City Council or private operators offer season tickets for resident use/business use. This has usually been arranged where off-street parking is limited and long stay on-street parking is not possible (within CPZs) or undesirable as it would cause problems. The number of the permits available generally remains a small proportion of the overall capacity (approximately 12% of City Council spaces).

8.4.8 The City Council offers flexible payment arrangements for the permits and season tickets are available in 3, 6 and 12 month options to suit individual budgets.

### POLICIES AND ACTIONS

<table>
<thead>
<tr>
<th>Policy</th>
<th>Description</th>
<th>Action and timescales</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>POF4</strong></td>
<td>The City Council will continue to use off-street car parking charges to discourage long-stay parking and encourage its use over on-street spaces where appropriate.</td>
<td>BCC Ongoing</td>
</tr>
<tr>
<td><strong>POF5</strong></td>
<td>Car park operators (including the City Council) will be encouraged to use payment methods which reduce the need for cash payments.</td>
<td>BCC Ongoing</td>
</tr>
<tr>
<td><strong>AOF6</strong></td>
<td>Parking charges will be reviewed annually as part of the on and off-street parking charges review and in the Annual Parking Report.</td>
<td>BCC Ongoing</td>
</tr>
<tr>
<td><strong>AOF7</strong></td>
<td>Balance the need of the local community against the needs of visitors to ensure adequate provision when considering the availability of season tickets.</td>
<td>BCC Ongoing</td>
</tr>
<tr>
<td><strong>AOF8</strong></td>
<td>Expand the park and pay by phone service across the city and consider other means to reduce the need for cash payments.</td>
<td>BCC Ongoing</td>
</tr>
</tbody>
</table>
8.5 Quality of Car Parks

8.5.1 The City Council has published a ‘Car Park Design Guide’ which encourages high quality design and seeks to meet customers’ expectations. It expects all public car parks built for use by the public to meet these standards and would wish to see existing car parks enhanced where practical. More detail on designing car parking into residential areas is given in Section 13.

8.5.2 In July 2002, the Council recognised in its ‘Car Parking Operations Appraisal - Final Report’ that there was a need to improve the parking stock in its ownership. The main reason for the refurbishment programme is to address essential maintenance issues and to improve the overall quality of the City’s car parks stock in order to address concerns raised by customers, introducing modern facilities and operational practices such as pay on foot and CCTV. In addition the requirements of appropriate legislation, for example the Disability Discrimination Act, need to be met. The refurbishments will help to support the vitality of the city centre and Sutton Coldfield town centre.

8.6 Security

8.6.1 The security of users is clearly important if drivers are to be encouraged to use off-street car parks. People need to feel secure when entering or leaving the car park on foot and confident that their vehicle is parked in a safe location.

8.6.2 The achievement of a Park Mark Award for each car park is considered to be highly desirable for car park operators as it is nationally recognised and shows that the parking facility is of a high standard.

8.6.3 Crime in car parks operated by the City Council is very low. The Council seeks to limit car crime to no more than 15 incidents per 100,000 cars parked City Council city centre car parks where security patrols are in place.

8.6.4 The Park Mark accreditation process covers many operational and management issues and the refurbishment of City Council operated car parks will bring many up to the appropriate standard. Many of the privately operated car parks in Birmingham already have achieved Park Mark status.

Park Mark is an initiative of the Association of Chief Police Officers (ACPOs), aimed at reducing crime and the fear of crime in parking areas. Vehicle crime accounts for a high percentage of all crime (up to 20%), and it is estimated that 22% of vehicle crime occurs in parking areas. The Safer Parking Scheme is frequently found to have reduced crime. Car parks achieving the award are promoted and advertised under the scheme.

Park Mark Safer Parking status means that the area has been vetted by the police and has measures in place in order to create a safe environment.

Implementation of an improved day to day management process, installation of CCTV systems, effective patrolling regimes and more efficient revenue collection equipment giving an accurate parking profile are the four main areas for consideration. These help ensure that the customers’ perception of a safe and secure car park is high.

8.6.4 The Park Mark accreditation process covers many operational and management issues and the refurbishment of City Council operated car parks will bring many up to the appropriate standard. Many of the privately operated car parks in Birmingham already have achieved Park Mark status.

POLICY AND ACTIONS

<table>
<thead>
<tr>
<th>Policy</th>
<th>Action and timescales</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>POF6</strong> The City Council will encourage operators to develop and enhance their car parking stock (as per BCC car park design guide and other relevant guidance) so as to provide good quality, safe and secure environments for customers and their vehicles.</td>
<td></td>
</tr>
</tbody>
</table>

**Actions**

<table>
<thead>
<tr>
<th>Actions</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AOF9</strong> Upgrade City Council operated off-street parking facilities through a refurbishment programme to meet customer requirements.</td>
<td>BCC Ongoing</td>
</tr>
<tr>
<td><strong>AOF10</strong> Obtain security accreditation for City Council operated car parks following completion of the refurbishment programme.</td>
<td>BCC 2012</td>
</tr>
</tbody>
</table>
9.1 Issues

9.1.1 The approach for park and ride differentiates between local park and ride and strategic park and ride. Local park and ride has a role to play for short movements to local rail stations, Metro stops and potentially some bus corridors, helping to reduce the length and proportion of trips made by private car and provide an alternative to town and city centre parking. Incremental expansion of local park and ride facilities will continue where demand exists and expansion is feasible. Strategic park and ride facilities, serving significant flows to key centres, will be pursued in accordance with the approach and broad locations identified in the Regional Spatial Strategy (RSS) Phase 2 Revision Preferred Option.

9.1.2 Rail based park and ride (P&R) has been very successful in the West Midlands. There are currently over 6,000 P&R spaces in the conurbation. However, average occupancy levels are over 80%, and many existing park and ride sites have become full, and in many instances railway station users are parking on surrounding streets, causing problems for residents and businesses. There is therefore a need to consider:

- Feeder bus services to railway stations to further reduce car trips with station travel plans.
- New or expanded park and ride sites.
- On-street controls where there is conflict with resident parking needs or impacts for traffic flow.

9.2 Current Usage

9.2.1 Usage figures for station car parks serving Birmingham are shown in Table 9.1. These show that most of the existing railway station car parks are close to capacity, including some which have been recently expanded. All of these car parks are free to rail users, except Solihull and Sutton Coldfield which are subject to charging, as they are located within major town centres with other charging car parks nearby.

9.2.2 Capacity problems exist at the following stations:

- Cross-City Line North: Blake Street, Four Oaks, Sutton Coldfield, Wylde Green, Chester Road.
- Cross-City Line South: Kings Norton and Northfield.
- Stratford and Warwick lines: Acocks Green, Hall Green, Yardley Wood.
- Coventry line: Lea Hall and Marston Green.

<table>
<thead>
<tr>
<th>Station</th>
<th>No. of spaces</th>
<th>Typical occupancy</th>
<th>% usage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acocks Green</td>
<td>132</td>
<td>111</td>
<td>84</td>
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<tr>
<td>Berkswell</td>
<td>82</td>
<td>80</td>
<td>98</td>
</tr>
<tr>
<td>Bescot</td>
<td>122</td>
<td>19</td>
<td>16</td>
</tr>
<tr>
<td>Blake St</td>
<td>160</td>
<td>131</td>
<td>82</td>
</tr>
<tr>
<td>Canley</td>
<td>99</td>
<td>89</td>
<td>90</td>
</tr>
<tr>
<td>Chester Rd</td>
<td>149</td>
<td>152</td>
<td>102</td>
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<tr>
<td>Coseley</td>
<td>84</td>
<td>89</td>
<td>106</td>
</tr>
<tr>
<td>Cradley Heath</td>
<td>228</td>
<td>250</td>
<td>110</td>
</tr>
<tr>
<td>Dorridge (Centro)</td>
<td>90</td>
<td>110</td>
<td>122</td>
</tr>
<tr>
<td>Dudley Port</td>
<td>36</td>
<td>36</td>
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<td>Four Oaks</td>
<td>271</td>
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<td>Hall Green</td>
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<td>Hampton In Arden</td>
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<td>Hawthorns</td>
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<td>Kings Norton</td>
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<td>Langley Green</td>
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<td>Lea Hall</td>
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<td>Olton</td>
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<td>Sandwell &amp; Dudley</td>
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<td>Tame Bridge</td>
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<td>Widdens Manor</td>
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<tr>
<td>Wylde Green</td>
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<td>98</td>
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<tr>
<td>Yardley Wood</td>
<td>97</td>
<td>104</td>
<td>108</td>
</tr>
</tbody>
</table>
9.2.3 Locations where on-street car parking by rail users close to railway stations is an issue:

- Cross-City Line North: Blake Street, Wylde Green, Chester Road, Erdington (no existing P&R).
- Cross-City Line South: Kings Norton, Northfield, Five Ways (no existing P&R), Bourneville (no existing P&R), Longbridge (no existing P&R).
- Birmingham-Walsall/Rugeley: Hamstead, Perry Barr, Witton, Duddeston (all no existing P&R).
- Coventry Line: Stechford (no existing P&R), Lea Hall.

9.2.4 There are also park and ride sites at Metro stations at Black Lake, Priestfield, Wednesbury Parkway (interchange with the bus station) and The Hawthorns (shared with rail). Birmingham International has a capacity of around 2,000 parking spaces, including a new multi-storey car park, operated by Virgin Trains. The charges here reflect the car park’s use by inter-city passengers.

9.3 Security

9.3.1 Many of the park and ride sites are Park Mark accredited (section 8). Centro’s park and ride car parks are covered by CCTV which is constantly monitored. In Birmingham the following park and ride sites have been awarded Park Mark accreditation; Blake Street, Chester Road, Four Oaks, Kings Norton, Northfield, Sutton Coldfield, Wylde Green and Yardley Wood.

9.4 Future Expansion

9.4.1 The City Council together with Centro intends to continue to improve and expand the provision of park and ride facilities (including cycle parking). It is proposed that facilities at the following stations are to be improved:

- Lea Hall: negotiations ongoing.
- Northfield: expansion on land off Quarry Lane.
- Yardley Wood: car park expansion.
- Erdington: there is no dedicated park and ride site but the City Council has improved signing directing railway station users to/from nearby car parking to deter on-street parking.
- Additional capacity has recently been added at Marston Green station.

9.4.2 An expansion to Chester Road station opened last year.

9.4.3 A new park and ride site is also proposed at Longbridge as part of the Longbridge Area Action Plan which would provide 982 spaces.

9.4.4 As opportunities to provide new or expand existing local park and ride sites in the metropolitan area diminish, Centro’s future direction is likely to shift towards providing sites on the edge and outside of the metropolitan area. Coleshill Parkway station in Warwickshire opened in August 2007. The revised West Midlands Regional Transport Strategy has set out criteria for sites where strategic park and ride can be developed to serve major urban areas e.g. Worcester Parkway.

9.5 Feeder Bus Services

9.5.1 Work with Centro and bus operators has highlighted a number of areas close to railway stations where bus route coverage could be improved. Additional services would benefit sites which are full or those currently with no park and ride provision. The Council will work with partners to promote new and enhanced services and station travel plans.

9.6 Bus Park and Ride

9.6.1 Traditional bus based park and ride systems, with dedicated bus services, are unlikely to be viable for a city the size of Birmingham due to the more extensive journey times involved (and hence the number of buses that would be required).

9.6.2 The City trialled an unsuccessful service from Star City and explored the provision of a site on the Alcester Road close to M42 junction 3 which did not progress due to its location within the green belt. Informal bus park and ride does take place close to some bus routes in the city resulting in problems for residents and traffic movement in the streets where this occurs. It is likely that this will need to be reconsidered as car ownership increases and ideas such as Bus Rapid Transit are pursued.
### SUGGESTED POLICIES AND ACTIONS

<table>
<thead>
<tr>
<th>Policy</th>
<th>Action and timescales</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PPR1</strong></td>
<td>The City Council will support additional provision of park and ride facilities at rail stations, Metro stations and bus termini where appropriate.</td>
</tr>
<tr>
<td><strong>PPR2</strong></td>
<td>The City Council will encourage the use of feeder bus services to park and ride stations where appropriate.</td>
</tr>
<tr>
<td><strong>PPR3</strong></td>
<td>The City Council will facilitate better access by walking and cycling to all stations and the development of station travel plans.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Actions</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>APR1</strong></td>
<td>Work with Centro and neighbouring authorities to identify and deliver improvements including additional capacity at park and ride stations where feasible. Where appropriate, funding should be sought from planning agreements.</td>
</tr>
<tr>
<td><strong>APR2</strong></td>
<td>Work with Centro and bus operators to seek to improve feeder services to park and ride stations.</td>
</tr>
<tr>
<td><strong>APR3</strong></td>
<td>Continue to identify opportunities to improve access to interchanges by walking and cycling.</td>
</tr>
<tr>
<td><strong>APR4</strong></td>
<td>Monitor on-street parking close to well used park and ride stations and use appropriate measures to reduce the impact on local residents and traffic.</td>
</tr>
</tbody>
</table>

| | BCC/Centro | Ongoing |
| | BCC | Ongoing |
| | BCC | Ongoing |
| | BCC | Ongoing |
10.1 Issues

10.1.1 The enforcement of on and off-street parking regulations is a key element of parking management. Illegal parking is inconsiderate. It can create a number of problems including congestion and compromised driver and pedestrian safety and can create difficulties for residents and businesses. The City Council is directly responsible for on-street enforcement in the city including the Red Routes and City Council operated off-street car parks.

10.1.2 Enforcement is intended to:

- Maximise compliance with regulations to make the streets safer for all road users, in particular vulnerable road users such as school children.

- Prevent obstruction and the resulting congestion which results in delays (especially for emergency service vehicles, buses and waste collection).

- Ensure that parking bays are kept available for their intended use and maintaining the quality of the urban realm.

10.1.3 However, enforcement of current TROs has to be handled with sensitivity pending the completion of the review of waiting restrictions throughout the city to ensure that the restrictions in place continue to be appropriate for present day frontage development and traffic usage.

10.1.4 The City Council’s Overview and Scrutiny Committee produced a report in April 2005 on Enforcing Parking in Birmingham. The review acknowledged that parking enforcement is often emotive, controversial and gives rise to a high level of public and media interest. However, it also recognised that without enforcement of restrictions, they would be abused and as a consequence create congestion with the potential for increased environmental damage.

10.1.5 It was felt that parking restrictions are generally effectively enforced in Birmingham, given the level of resource allocated to do this. However, in recognition of the differential in the level of enforcement in the city centre and the areas outside, the reduction of this difference was key in improving the public’s perception of the service.

10.2 Civil (Decriminalised) Parking Enforcement and Traffic Regulation Orders

10.2.1 The City Council has been enforcing off-street pay and display parking since 1978, initially using powers contained in the Road Traffic Regulation Act 1967 and subsequently using powers contained in the Road Traffic Regulation Act 1984. The 1991 Road Traffic Act required authorities in London to take on the responsibilities of enforcement of on-street parking restrictions and provided the option for other authorities to do so also. The City Council took over the responsibility for parking enforcement from the Police in September 2001. The statutory powers for parking enforcement were overhauled with the introduction of Traffic Management Act 2004 Part 6 from March 2008.

10.3 Impact of Traffic Management Act 2004 Part 6

10.3.1 As outlined in section 4, the Traffic Management Act (TMA) 2004 has implications for the City Council’s enforcement remit.

10.3.2 The TMA provides for changes in the way that local authorities enforce parking and widens the scope of enforcement to include moving traffic offences. This is a significant shift towards permitting authorities to focus enforcement on behaviour that contributes to congestion.

10.3.3 The TMA is an extensive piece of legislation, and the changes relating specifically to areas of local authority enforcement alone are significant. Changes within the TMA that relate specifically to parking enforcement include:

- ‘Special Parking Areas’ have become ‘Civil Enforcement Areas’. ‘Parking Attendants’ are now ‘Civil Enforcement Officers’.

- Provision for local authorities to enforce contraventions associated with pedestrian crossings, dropped footways, double parking, bus lanes, prohibited turns, box junctions, vehicle class restrictions, pedestrian zones and one way traffic.

- The means of enforcement (i.e. using an approved device such as a camera) may also be specified.

- Allowing local authorities to set (under guidance) different levels of penalty charge for different contraventions; (See 10.5).

- Permitting the Secretary of State to make regulations to permit vehicles to be relocated prior to clamping (The City Council does not undertake clamping vehicles at the moment).

- Allowing earlier penalty charges to be recovered prior to the release of the vehicle.
10.5.2 The provisions within the Act allow the City Council to choose to set the penalties from two bands:

Band 1 - A £60 charge for higher level contraventions and a £40 charge for lower level contraventions (reduced to £30 and £20 respectively for early payment).

Band 2 - A £70 charge for higher level contraventions and a £50 charge for lower level contraventions (reduced to £35 and £25 respectively for early payment).

10.5.3 The City Council has adopted the higher band charges and these came into effect from 31st March 2008. The decision to adopt the higher band charges was taken after consultation in order to ensure that income received from Penalty Charge Notices covers the cost of providing the service.

10.5.4 Adopting the lower penalty charge rate (Band 1) would have reduced the established impact of parking enforcement and could result in reduced compliance with parking restrictions. This is likely to result in increased traffic congestion, the management of which is key to the performance of the highway and also a requirement of the Traffic Management Act 2004.

10.5.5 If a vehicle is removed then the owner is liable for the Penalty Charge, the removal fee of £105 and a storage charge of £12 per day which will commence from midnight on the day after the day of removal.

10.5.6 The City Council is exploring the possibility of adopting the Service of Penalty Charge Notices by Post by virtue of powers contained within Part 6 of the Traffic Management Act 2004 (TMA) in order to tackle the most blatant and persistent illegal parking activity e.g. stopping outside of schools, cash points, busy junctions, and taxi’s ranking, where drivers stop for short periods in dangerous locations and drive away before a penalty charge notice can be served on the vehicle.

10.5.7 The legislation also recognised in a number of circumstances in which the Civil Enforcement Officer (CEO) was unable to serve a penalty charge notice (PCN) to a vehicle that was illegally parked and has given Local Authorities the powers to issue PCN’s by post in three circumstances:

- Where the contravention has been detected on the evidence from an approved device (camera enforcement).
- If the CEO has been prevented, for example, by force, or threats of force, obstruction or violence, from serving the PCN either by affixing it to the vehicle or by giving it to the person who appears to be in charge of the vehicle.
- If the CEO has started to issue the PCN but did not have enough time to finish or serve it before the vehicle was driven away and would otherwise have to write off or cancel the PCN.
10.6 Civil Enforcement Officers and Patrols

10.6.1 The City Council’s Civil Parking Enforcement service has been provided by NCP Services with effect from 1st April 2008. The new contract runs for a period of 3 years, with an option to extend for a further 2 years.

10.6.2 The contract incorporates examples of best practice and some of the principles contained within the British Parking Association standard contract.

10.6.3 Currently the city centre receives the highest level of enforcement patrols by the city’s Civil Enforcement Officers and typically there are 30 at any one time across a 12 hour period from 0700 to 1900 Monday to Saturday. There is usually a reduced level of enforcement outside these times.

10.6.4 Outside the city centre there is less resource covering a significantly greater area. Generally enforcement is focused upon:

- Patrolling Red Routes during hours of enforcement.
- Patrolling the main arterial routes during peak times.
- Patrolling CPZs/resident parking schemes.
- Areas where there are large numbers of single fronted shops and small businesses and where improving accessibility is therefore a high priority.
- Visiting areas with known parking issues or issues reported by the public or organisations such as the Police.
- Outside schools with particular parking problems, mostly as a deterrent.

There are also some cases where attendants are deployed to specific locations to assist with traffic management such as visits by VIPs, high profile court proceedings and other events such as unexpected congestion issues caused by broken down vehicles.

10.7 Uncontrolled Areas

10.7.1 Parking in most of Birmingham is not controlled by Traffic Regulation Orders such as double and single yellow lines. From June 1st 2009 the City Council has new powers which impose prohibitions on double parking and parking at dropped or raised footways within special enforcement areas.

10.7.2 Currently where parking problems occur and there are no Traffic Regulation Orders are in place, the City Council is limited in the action it can take. See section 7 for more information.

10.8 Partnership Working

10.8.1 The City Council works with West Midlands Police on joint operations to ensure parking compliance in particular problem areas where illegal parking occurs alongside other traffic offences.

10.8.2 In addition, joint efforts with West Midlands Police have been undertaken to combat the fraudulent use of disabled persons Blue Badges in the city with some success.

10.9 Vehicle Immobilisation (Clamping) and Removals

10.9.1 The City Council does not undertake clamping on the public highway. However, the City Council does operate clamping activities on a number of its housing estates.

10.9.2 Clamping on private land is not within the control of the City Council but is regulated by the Security Industry Authority (SIA) which has sole responsibility for issuing licenses to undertake clamping operations.

The SIA guidelines specify that:

- Each site on which clammers operate should have adequate notices, making it clear that parking is restricted and the subsequent consequences if you do park there.
- A ‘reasonable’ charge can be made for the release fee, although ‘reasonable’ is not quantified.
- Sufficient details should be left to enable the vehicle’s user to contact the company effectively.
- Once payment has been made the vehicle should be released immediately.
- The persons clamping, blocking in or towing the vehicle away must be licensed by the SIA who maintain a national register of licensees and approved companies. Operators must display their license details on their person.

10.9.3 In the event that the legality of the action is called into question motorists can seek advice from Trading Standards or a Citizens Advice Bureau who can provide advice as to action which might be taken if the clamping operation is found to be illegitimate.

10.9.4 The City has limited powers to influence the approach private car park operators adopt towards management and enforcement. There is limited, if any, scope to use or set conditions to control this at present. The City Council continues to lobby for tighter controls to be imposed on private companies clamping and issuing parking fines.
10.10 Persistent Offenders

10.10.1 Persistent offenders are a particular problem for parking enforcement. Every effort is made to combat this issue. They are often very difficult to trace. Some drivers repeatedly and wilfully disregard parking regulations. There are obviously particular difficulties with unregistered vehicles, vehicles with non-UK licence plates, and vehicles with duplicate number plates. When a persistent offender’s vehicle is located it is removed by the Council’s removal contractor. More detail is given in the Annual Parking Report.

10.11 Abandoned Vehicles

10.11.1 Abandoned vehicles are an environmental nuisance and a hazard wherever they are dumped. They also have an impact on residents’ quality of life and their perceptions of crime levels in the local area.

10.11.2 Every year Birmingham City Council investigates thousands of reports of abandoned vehicles. Some of these turn out to be genuinely abandoned and have to be removed and destroyed after enquiries into their ownership.

10.11.3 If a vehicle is taxed, it is not technically abandoned. If there is a keeper, the vehicle cannot be removed by the Council. Investigations into the status of abandoned vehicles can be time consuming as older vehicles, typically reported as abandoned can have changed hands many times. The removal of abandoned vehicles is dealt with by the City’s Fleet and Waste Management Team. Abandoned vehicles can be reported via the City Council’s website and the call centre.

10.12 Religious Festivals and Community Events

10.12.1 Birmingham is a diverse city of many cultures and the City Council recognises that there are potentially specific parking needs for the city’s various faith and community groups. Where appropriate, Traffic Regulation Orders include exemptions which take account of the needs of specific buildings and faith groups.

10.12.2 The City Council will continue to seek dialogue and discussions with the various groups, through the City’s working groups. This will facilitate an understanding of the requirements generated by different religious festivals and community events.

10.12.3 As appropriate, TRO exemptions can also be made for other specific events which take place in the city. The City Council treats requests for parking for funeral vehicles sympathetically.

10.13 Information Technology (IT) Systems

10.13.1 Effective enforcement will increasingly need to be supported by IT applications and an improved data management strategy. In terms of customer service, the effective use of IT systems is important to maximise the benefits to customers to the City Council’s parking services. The Traffic Management Act 2004, Part 6 in particular, increases the pressure on local authorities to modernise their parking operations. The Council’s IT Strategy sets out in more detail how technology can be used to support parking policies.

10.13.2 Currently there are two key elements to the IT systems and equipment used by the City Council in parking:

- The Hand-Held Computer Terminal (HHCT) used by the Parking Attendants to issue tickets.
- The Notice Processing System that tracks the payment of PCNs that have been issued.

10.13.3 The provisions under the TMA 2004 will also allow authorities outside London to issue PCNs by post when camera evidence is available. The images can be included on the PCN or Notice to Owner and can also be stored for future reference.

10.13.4 In future the Council website could be used allow motorists in receipt of a Penalty Charge Notice to deal with the charge online. Motorists could be allowed to view evidence of the parking contravention and would be able to pay the fine or choose to appeal it.

10.13.5 The use of closed circuit television (CCTV) cameras to enforce parking is also likely to become increasingly important. The Council has recently trialled parking enforcement using a SMART car fitted with CCTV. When introduced in March 2008, Part 6 of the TMA 2004 provided local authorities with the option to enforce parking using mobile or static cameras.
## SUGGESTED POLICIES AND ACTIONS

<table>
<thead>
<tr>
<th>Policy</th>
<th>Action and timescales</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PPE1</strong></td>
<td>The City Council will pursue taking on the new parking enforcement responsibilities as set out in the Traffic Management Act 2004 where they are cost effective.</td>
</tr>
<tr>
<td><strong>PPE2</strong></td>
<td>The City Council will seek to ensure that its Traffic Regulation Orders are consistent, enforceable and appropriate.</td>
</tr>
</tbody>
</table>

### Actions

<table>
<thead>
<tr>
<th>APE1</th>
<th>BCC</th>
<th>Ongoing</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>APE1</strong></td>
<td>Provide a level of parking enforcement that is commensurate to the problem in order to ensure that illegal parking is minimised and that traffic is not unduly impeded.</td>
<td>BCC</td>
</tr>
<tr>
<td><strong>APE2</strong></td>
<td>Explore how technology can deliver efficiencies in collecting parking charges and improve access to parking services and information.</td>
<td>BCC</td>
</tr>
<tr>
<td><strong>APE3</strong></td>
<td>Continue to update and consolidate Traffic Regulation Orders to ensure that they are enforceable and adequately reflect local parking demands as far as is possible.</td>
<td>BCC</td>
</tr>
<tr>
<td><strong>APE4</strong></td>
<td>Review the penalty charge arrangements annually to ensure they are commensurate with national guidance and the level of impact.</td>
<td>BCC</td>
</tr>
</tbody>
</table>
11.1 Objectives

11.1.1 It is well acknowledged that parking policy initiatives in isolation are insufficient to achieve wider transport economic, social and environmental benefits and should be accompanied by supporting policies or mechanisms such as TravelWise and measures to encourage the use of non-car modes of transport.

11.2 Public Transport

11.2.1 Public transport is clearly important if the number of private car journeys is to be reduced and the use of parking as a demand management tool also helps to support the use of public transport. However, it is necessary to ensure that the public transport offer is of a quality and cost so as to be an attractive alternative.

11.2.2 High quality feeder bus services to rail and Metro park and ride sites can help to ease the pressure at overcrowded sites by reducing car trips and help to reduce the need for further expansion of sites.

11.2.3 When introducing area-wide parking schemes it will be important to ensure that residents and businesses are provided with good information about alternative travel options which can help to offset opposition to parking restraint.

11.3 TravelWise and Sustainable Travel Initiatives

11.3.1 Travel Plans

11.3.1.1 Travel to and from work accounts for a quarter of all car miles and business use accounts for a further 15%, therefore there is much scope for changes in commuting behaviour to reduce traffic levels.

11.3.1.2 Travel plans are a package of measures tailored to the needs of an individual site, aimed at reducing car dependence and single car occupancy trips. They enhance the accessibility and transport efficiency of a site, while minimising any adverse impacts on the local highway or other parts of the local transport network. The Government published guidance on Transport Assessments and Travel Plans which sets out the indicative for the requirement for a travel plan.

11.3.1.3 The Council is developing its own travel plan which will support the delivery of the Parking Policy’s objectives. The Council is reviewing staff car parking requirements across all Directorates as part of the work on the Council’s Working for the Future agenda in order to establish existing and future demand as part of the rationalisation of Council buildings.

11.3.1.4 For new developments a travel plan is usually required as a planning condition for those over a certain threshold. For certain existing developments the Council encourages affiliation to the appropriate TravelWise scheme.

11.3.2 Company TravelWise

11.3.2.1 The Birmingham Company TravelWise scheme encourages employers to develop travel plans for their employees to help to improve travel choice and provide alternatives to the car especially for the journeys to work. In partnership with Centro and bus operators, Birmingham City Council offers numerous benefits to both the employer and their employees to aid and encourage the uptake of measures to reduce car use.

11.3.2.2 Company TravelWise in Birmingham now covers over 144,000 employees from over 250 organisations across the city. These organisations include hospitals, universities, shops, manufacturing outlets, offices, retail parks, entertainment complexes and supermarkets.

11.3.2.3 Whilst most businesses join the scheme voluntarily, a number of travel plans are made a requirement as part of a planning condition on new developments. Case studies have shown that the travel plans achieving the best results contain an element of parking restraint such as:

- Using a permit scheme to allocate parking spaces, giving priority to those that need a car for work and personal needs, or those who car share.
- Reducing the number of parking spaces available.
- Charging for parking.
- Removing or at least relocating senior management priority spaces.
- Allocating spaces closest to the office reserved for car sharers.

11.3.2.4 The average cost of maintaining an off-street parking space per annum is estimated to be £300-£500 which is much higher than the average running cost of a travel plan per employee at £47 per annum.
11.3.3 Community TravelWise

11.3.3.1 In addition to workplace travel plans the City has now also developed a Community TravelWise initiative which is aimed at Community and Faith groups.

11.3.3.2 Community TravelWise provides travel advice for community groups and centres, places of worship and health and leisure venues. Once a group affiliates and pledges to promote sustainable travel, they are given access to various tools including customised web pages. In some cases a planning condition is used to make affiliation obligatory.

11.3.4 Residential TravelWise

11.3.4.1 It is also proposed to develop Residential TravelWise. A residential travel plan is a package of measures designed to reduce the number and length of car trips generated by a residential development, while also supporting more sustainable forms of travel and reducing the overall need to travel.

11.3.4.2 In contrast to workplace travel plans, a residential travel plan is concerned with journeys made from a single origin (home) to multiple and changing destinations. They can be particularly useful where car parking provision is intended to be low. They are usually implemented through planning conditions attached to new housing developments. Some 50,000 new homes are proposed within Birmingham up to 2026 which could all generate extra car trips.

11.3.5 School TravelWise

11.3.5.1 As part of the implementation School Travel Plans and Safer Routes to School initiatives proposals are being developed to change the parking restrictions close to schools to help reduce congestion, improve safety and discourage trips to school by car. There is also a School TravelWise website which offers information on travel choices for schools in the city. More detail is provided in the Council’s Sustainable Modes of Travel Strategy: Better Ways To School (2008).

11.4 Car Clubs

11.4.1 Car club is the generic term used to describe pay by the hour car hire clubs. Members pay a fixed annual membership cost, and pay a charge each time they use a vehicle, based on the mileage travelled and the length of the time the vehicle is used.
11.5 Car Sharing and High Occupancy Vehicle Lanes

11.5.1 Car sharing involves the promotion of lift taking or giving as an alternative to single occupancy vehicle use. Web-based matching services have grown rapidly in the last few years across the UK. The City Council has established a car share scheme with approved employers: www.carsharebirmingham.org.uk
Travel plans can encourage car sharing and employers can allocate specific car parking to those who car share.

11.5.2 The City Council is undertaking a trial of a car share lane on the A47 Heartlands Spine Road between ‘Spitfire’ Island and the ring road (A4540). These lanes are more common in the United States but similar initiatives in the UK in Bristol and Leeds have been trialled.

11.5.3 In addition to car clubs and car sharing, companies can provide pool cars and bike pools to help reduce the need for and use of private cars and these can be introduced as elements within a comprehensive travel plan.

11.6 Signing To and From Car Parks

11.6.1 The provision of appropriate signage is key to any parking policy. This includes both static pedestrian and traffic signage together with Variable Message Signs (VMS).

11.6.2 The City Council’s Intelligent Transport Systems Strategy proposes that information about parking will be provided both pre-trip and in-trip through a range of channels such as websites, mobile phone and VMS. This will help to increase user confidence in the city’s parking stock.
11.6.3 Car parks are the main arrival points to the city centre (together with bus or railway stations) and to the main attractions. It is therefore important to ensure that the main pedestrian routes are appealing and well signed.

Pedestrian Signs

11.6.4 Pedestrian signage to and from parking in the city is important to support accessibility. The Interconnect Birmingham Project is aiming to improve the walkability of part of the city centre and making it easier to understand and navigate. Signing outside the city centre, in particular, to local centre car parks will require renewal or enhancement as appropriate.

Traffic Signs

11.6.5 The Council is implementing a new car parks signing strategy which involves both static signs and electronic VMS in order to extend and enhance the existing signing for car parking. In order that motorists can decide which car parks best meet their needs, a number of car parks are to be renamed to better reflect their location close to key destinations within the city centre.

11.6.6 Initially, it is intended to expand the system to serve all significant sized car parks in and close to the city centre. In future the signing may be extended to include satellite shopping centres such as Sutton Coldfield and Perry Barr.

11.6.7 As the City Council proposes to provide a service to visitors to the city, which will enhance the image and attract business, all car parks of generally greater than 200 spaces (including some park and ride sites) will be included in the resigning scheme. As the City Council is not the only operator of car parks to the Council will pursue obtaining funding support from private operators.

### POLICIES AND ACTIONS

<table>
<thead>
<tr>
<th>Policy</th>
<th>Action and timescales</th>
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<tbody>
<tr>
<td>PSM4</td>
<td>The City Council will support the provision of improved pedestrian and traffic signing identifying principal pedestrian and vehicle routes to and from centres/attractions/interchanges and parking.</td>
</tr>
<tr>
<td>PSM5</td>
<td>The City Council will seek to ensure that accurate information is available on parking availability both pre and in trip via a range of channels.</td>
</tr>
</tbody>
</table>

**Actions**

| ASM5    | Work with Marketing Birmingham and partners to deliver the Interconnect Birmingham project to ensure that appropriate signage is provided to and from centres, attractions, interchanges and car parks. | BCC/Marketing Birmingham | 2011 |
| ASM6    | Explore opportunities to provide parking information through a range of channels as proposed in the Intelligent Transport Systems Strategy. | BCC/Operators/Partners | 2011 |
11.7 Parking, Climate Change and Air Quality

11.7.1 Road transport is the third largest source of CO\textsuperscript{2} emissions in Birmingham, accounting for 21% of the city’s emissions and its contribution is increasing. Clearly road transport is an area where large savings in carbon dioxide emissions could be made. Action is necessary as the Government has set a national carbon reduction target of 80% on 1990 levels by 2050 as part of the Climate Change Act 2008. The City Council will be subject to a Carbon Reduction commitment, effective from April 2010.

11.7.2 Parking policies which help to manage the level of car journeys will have an important contribution to make with respect to air quality and the level of carbon emissions related to transport in the city. In addition, they contribute towards the goals set out by the Government in Delivering a Sustainable Transport System (Section 4).

11.7.3 The Environment Act 1995 established the current framework for the National Air Quality Strategy which requires local authorities to monitor air quality in their area. If a local authority identifies a local air quality problem, the authority is required to declare an Air Quality Management Area (AQMA) and prepare a Local Air Quality Action Plan to improve local air quality in the designated AQMA. The Council declared the entire city an AQMA in January 2003 on the basis of a predicted exceedence of the annual average for nitrogen dioxide and this was amended to also include PM10 (Particulate Matter) from 2004.

11.7.4 The City Council has published a Local Air Quality Action Plan, published in 2006, which sets out the Council’s Action Plan for improving air quality in the city. This is due for review in 2010/11.

11.7.5 The City Council will keep under review the option of adopting pricing structures for off-street car park season tickets and parking permit schemes which favour more fuel efficient vehicles or those which run on alternative fuels such as electric, Liquefied Petroleum Gas (LPG), Liquid Nitrogen Gas or hybrid vehicles. The pricing mechanism could be based upon bands used for the existing Vehicle Excise Duty (VED) favouring vehicles with lower emissions.

11.7.6 The City Council has been successful in securing funds to support the development of charging points for electric vehicles in the city at on and off-street parking locations.

| POLICY AND ACTIONS |
|--------------------|------------------|
| **Policy**         | **Action and timescales** |
| PSM6               | Parking policies will be used to support the City’s environmental objectives. |
| **Actions**        | |
| ASM7               | Develop a strategy for the development of infrastructure to support electric vehicles. | BCC 2010 |
12.1 Overview

12.1.1 Monitoring and associated information management is an essential element for policy development and the effective use of resources. Systematic and robust data collection allows trends to be observed and issues to be prioritised for strategic interventions. At an operational level, day to day monitoring enables effective parking management including the targeting of enforcement resources to problem areas.

12.1.2 A review of this Parking Policy will be undertaken as appropriate, drawing on the full range of parking monitoring information, along with more generalised traffic and transport data and information from the public. It will also be reviewed to ensure consistency with changes in national and local transport and land use planning policy.

12.1.3 The following sections set out specific data collection procedures and technologies which inform parking management decisions, e.g. the identification of parking stress areas across the city, decisions about where proposals for CPZs/Resident Parking Schemes should be developed or where additional off-street parking is appropriate.

12.2 Information Collection

12.2.1 The City Council has a well established annual programme of information collection to monitor the use of both on-street and publicly available (publicly and privately operated) parking in the city centre.

12.2.2 Data generated from the sale of tickets in Council operated car parks and on-street pay and display provides information about parking demand in terms of car park occupancy and average lengths of stay. Private operators are also encouraged to provide data which is only used at an aggregated level.

12.2.3 In addition the City Council has data on the amount of penalty charge notices issued which can assist in considering parking demand and levels of enforcement that are required.

12.2.4 Information regarding the use of other car parks as well as reliable information about on-street parking and private off-street parking elsewhere across the city is limited.

12.2.5 The City Council monitors the use of cycle and motorcycle stands across the city on annual basis. Centro monitors park and ride supply and usage. Additional monitoring of other parking demand (e.g. coach and lorry) takes place as required.

12.2.6 Where problems areas are identified, the City Council’s Transport Monitoring Team undertake parking surveys which are used to assess parking problems and inform decisions on the appropriate course of action e.g. introducing parking controls. Once the data is collected it is held on the Spectrum Traffic Data system and can be used to inform future decision making.

12.3 Monitoring the Impact of Parking Policies

12.3.1 It can be difficult to isolate the impact of parking policy interventions from the wider impact of other transport measures. However, the data obtained from various sources (using e.g. Trafficmaster data, road safety statistics, information on air quality and carbon dioxide emissions) together with feedback from consultation with residents, businesses and visitors provide some indicators of the contribution which parking measures make to the achievement of outcomes set out in the Sustainable Community Strategy.

12.4 Annual Parking Report

12.4.1 The production of an annual report is a requirement of the TMA 2004. The report details the enforcement activities of the City including statistical and financial information. The report will set out the Council’s performance on parking enforcement and demonstrate how the parking policy and enforcement is achieving its objectives.

12.5 Use of Intelligent Transport Systems (ITS) and Information Technology (IT)

12.5.1 The availability of up-to-date, accurate and usable parking data for the city is essential for the effective management of parking. The use of current and emerging information technology (IT) systems, to their full capabilities, is vital to maximise the potential of this parking data. Currently the Council uses systems such as Geographical Information Systems (GIS) and the Park Map mapping database.
### Suggested Policy and Actions

<table>
<thead>
<tr>
<th>Policy</th>
<th>Action and timescales</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PDC1</strong></td>
<td>The City Council will continue to use parking monitoring and other information sources to inform ongoing parking policy development and to support the effective prioritisation of operational resources and future investment.</td>
</tr>
</tbody>
</table>

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<thead>
<tr>
<th>Actions</th>
<th>Action and timescales</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ADC1</strong></td>
<td>Seek to ensure that information continues to meet that needs of resource prioritisation and investment decisions and to support the ongoing development of parking policy.</td>
</tr>
</tbody>
</table>
13.1 Parking Standards

Issues

13.1.1 The level of provision of parking in new developments is an important issue. In certain areas, particularly central areas with good public transport, the reduced provision of parking can help to encourage lower car ownership levels (with associated environmental and congestion benefits) and ensure that the best use is made of scarce and expensive land. However, in some locations under-provision can result in on-street parking stress and conflict with existing users. In some cases on-street controls will be as important to manage the demand for parking.

13.2 National Planning Policy

13.2.1 There are a number of national planning policy guidance/statements which are aimed at guiding decisions relating to parking.

PPG13 Transport and PPS4 Planning for Sustainable Economic Growth

13.2.2 Planning Policy Guidance 13 provides national guidance relating to the use of parking in managing travel demand. It encourages local authorities to adopt parking policies that aim to reduce car commuting, which causes traffic congestion at peak travel times, in order to meet sustainable transport objectives. It states that parking policies should promote sustainable transport choices for both people and freight.

13.2.3 A key feature is the emphasis on reducing the amount of parking in new developments. Local authorities should:

- Not require developers to provide more parking than necessary.
- Encourage shared use of parking spaces.
- Not create incentives for developers to locate away from centres.
- Require developers to provide spaces for disabled people.
- Introduce on-street parking controls in areas adjacent to major trip generators in order to minimise the amount of displaced parking where on-site parking is limited.
- Require convenient safe and secure cycle and motorcycle parking.
- Use on-street parking measures to complement land uses.
- Set charges which do not undermine the vitality of other nearby centres.
- Refuse permission for car parks which do not accord with PPG13, the development plan or the local transport plan.
- Encourage the redevelopment or re-use of existing parking.

PPG13 set out a range of national maximum parking standards for certain types of land use. These have been used as the basis for the standards in the Council’s parking standards.

13.2.4 The Government has now published PPS4 - Planning for Sustainable Economic Growth. PPS4 allows local authorities to set their own parking standards, although these must still be expressed as maxima. However, paragraphs 53 and 54 of Annex D to Planning Policy Guidance 13: Transport (2001) remain extant until local planning standards are put in place under policy EC8 of PPS4. It also replaces PPS6. The relevant polices are:

Policy EC8: Car parking for non-residential development.

EC8.1 Local planning authorities should, through their local development frameworks, set maximum parking standards for non-residential development in their area, ensuring alignment with the policies in the relevant local transport plan and, where relevant, the regional strategy. Local planning authorities should not set minimum parking standards for development, other than for parking for disabled people.

EC8.2 In setting their maximum standards, local planning authorities should take into account:

a) The need to encourage access to development for those without use of a car and promote sustainable transport choices, including cycling and walking.

b) The need to reduce carbon emissions.

c) Current, and likely future, levels of public transport accessibility.

d) The need to reduce the amount of land needed for development.
e) The need to tackle congestion.

f) The need to work towards the attainment of air quality objectives.

g) The need to enable schemes to fit into central urban sites and promote linked trips.

Policy EC18: Application of car parking standards for non-residential development.

EC18.1 Local parking standards should apply to individual planning applications unless:

a) The applicant has demonstrated (where appropriate through a transport assessment) that a higher level of parking provision is needed and shown the measures proposed to be taken (for instance in the design, location and operation of the scheme) to minimise the need for parking.

b) For retail and leisure developments located in a town centre, or on an edge of centre site, the local planning authority is satisfied that:

i. The parking provision is consistent with any town centre parking strategy and the facilities will genuinely serve the town centre as a whole and this has been secured before planning permission is granted.

ii. The scale of parking is proportionate to the size of the centre.

EC18.2 In the absence of local parking standards, the maximum standards set out in Annex D of Planning Policy Guidance Note 13: Transport will apply (subject to the provisions in Policy EC18.1).

PPS3 Housing

13.2.5 Before the publication of PPS3, PPG3 set out the Government’s plans to meet the country’s future housing needs in the most sustainable way possible. Priority is to be given to reusing brown field sites in urban areas and building higher density developments.

13.2.6 PPG3 suggested that car parking standards which resulted in, on average, developments with more than 1.5 spaces per dwelling were unlikely to be compatible with the Governments’ emphasis on delivering sustainable residential developments.

13.2.7 The literal application of this guideline has in some circumstances resulted in increased on-street pressures in Birmingham.

13.2.8 PPS3 updates on this approach but removes the guidance on provision of parking spaces. Instead it will be for the City Council to determine its own levels.


13.3.1 In Birmingham, the provision of new additional publicly available and private non-residential parking will be determined through the City’s Parking Guidelines Supplementary Planning Document. The document recognises that conditions vary significantly in different parts of the city e.g. Birmingham city centre enjoys good public transport accessibility, and experiences substantial pressures on available land. In contrast, many suburban areas have much less comprehensive public transport provision, and many experience much lower pressures for development. In view of this, a ‘one size fits all’ solution is not appropriate, and an area-based approach has been adopted.

13.3.2 The starting point for this is the national maximum standards as set out in PPG13 but these have been expanded to also include Hotels and Student Accommodation. As noted PPS3 sets out the approach regarding residential parking standards. The standards set out in PPG13 are appropriate across most of the city, but in areas with high levels of accessibility by public transport, lower levels of car parking provision will be possible. For this purpose, the city has been divided into three areas which are defined as:

Area 1 - consists of the core area of Birmingham city centre and has been defined on the basis of a 400m radius from New Street and Snow Hill Stations, adjusted to reflect the local street pattern. Car parking provision within this area is set at 50% of the national maximum standards.

Area 2 - comprises the ‘outer’ parts of the city centre, extending to (and including frontages to) the ring road. Additionally Area 2 includes areas within a 500m radius of suburban rail and Metro stations, and larger local centres where these do not include a rail or Metro Station. Individual proposals will be considered in relation to these areas, but account will also be taken of local features, such as major roads, hills, canals, rivers etc, which may affect local accessibility. Car parking provision within Area 2 is set at 75% of the national maximum standards.

Area 3 - comprises the remainder of the city, where car parking provision will be in line with national guidance and set out as maximum standards.
City Land Use and Transport Study

13.3.3 The City Land Use and Transport Study has updated the data required to run the PRISM model for Birmingham city centre so that transport forecasts can be undertaken based on more up-to-date input data. This will help to identify areas where additional parking supply might be necessary in the future and will help to inform future decisions.

13.3.4 In the city centre the high level of public transport accessibility and the general surplus of parking spaces with up to 60% of spaces occupied at any time, more efficient use of existing supply as far as possible is likely to be more appropriate.

13.4 Planning Process and Developer Contributions

13.4.1 As mentioned in Section 7, developer contributions can be obtained through the planning process and used to fund the implementation of parking controls particularly where limited or no off-street parking is provided. Where development takes place in areas where on-street parking is limited, developments which provide limited or no off-street parking could also be subject to planning conditions which would prevent residents applying for parking permits.

13.5 Design and Quality of Parking in New Developments

Environment and Street Design

13.5.1 Traffic management policies can work together with Land Use policies to improve the quality of parking.

13.5.2 The City Council’s guidance on the design of car parking within new developments is contained within the City’s Supplementary Planning Documents ‘Places for Living’ and ‘Places for All’. ‘Places for Living’ is a residential development design guide and was approved by the City Council as Supplementary Planning Guidance (SPG) in March 2001. ‘Places for All’ provides general development design guidance and was approved as Supplementary Planning Guidance (SPG) in November 2001. Both documents are now major material considerations for determining planning applications for all development proposals within Birmingham. In addition the Council’s Car Park Design Guide provides additional guidance on the design of off-street car parks.

13.5.3 The City has recently published a Supplementary Planning Document on Mature Suburbs. The SPD sets out the City’s aspirations for dealing with the intensification of existing housing areas. This intensification has particular issues for car parking as these areas often have not been designed to accommodate current levels of car ownership in terms of both on and off-street space.

The new guidelines set out in Appendix 1 will apply to the following major land uses:

- Residential.
- Hotels.
- Student accommodation.
- Restaurants and cafés.
- Public house, wine bars and clubs.
- Convenience retail.
- Financial and professional services.
- Offices.
- Industry and warehousing.
- Higher and further education.
- Sports and fitness facilities.
- Sports stadium.

There are a number of other specific land uses for which it is considered helpful to provide parking guidelines, but where these are most appropriately determined primarily by the operational needs of the activity. In these cases, it is not considered appropriate to vary the standard between different parts of the city, and so only a single city-wide standard is proposed. The uses falling into this group are:

- Sheltered residential accommodation.
- Nursing and elderly care homes.
- Places of worship.
- Automated Teller Machines (ATMs).
- Vehicle maintenance and car repair garages.
- Doctors, dental surgeries and health centres.
- Day nurseries.
- Hospitals.

More detail on the various guidelines is provided together with plans of the zones in the Parking Guidelines document. It is intended that the Parking Guidelines will be adopted as Supplementary Planning Guidance and form part of the Local Development Framework.
13.5.4 With specific reference to car parking, ‘Places for All’ and ‘Places for Living’ emphasise the need for quality of design and sustainability based on proven design principles. The guidance also reflects national planning policy as well as building on the principles of good urban design contained within the Birmingham Plan. The relevant detail from the two documents is:

- Developments need to balance the needs of cars and pedestrians. Streets should do more than just accommodate traffic. They should offer a safe and attractive space for everyone who uses them. A range of street types from boulevards to ‘home zones’ can be designed to provide an attractive environment as well as to meet the practical requirements of any situation.

- Car parking should not dominate developments. The manner and level of car parking will be judged on the merits of each situation and context. Parking should however be located where it can be supervised. Initiatives such as local pool cars and car-free tenures will be encouraged.

- The manner and level of parking provision can allow higher densities where this is appropriate, with more amenity space and more active frontages and streets. Over provision of car parking can encourage car use and spoil the quality of a place.

- The manner and level of car parking will be judged on the merits of each situation and context (within the maximum levels of the appropriate City Car Parking Guidelines). In general however, large surface car parks in front of buildings will not be acceptable.

- High parking provision is not appropriate where alternative means of transport are readily available. Housing which costs less without parking can encourage people not to own a car, can increase housing densities and provide more affordable housing.

- Buildings set back behind a large surface car park do little for the public realm and make pedestrian access more difficult.

- Whilst basement or rear courtyard parking can avoid dominating the frontage with parked cars, it should be secure, well designed and properly managed. There should be a particularly good justification for rear courtyard parking for family housing, as it can be difficult to achieve a satisfactory result.

- Unless gated and well managed, rear courtyard parking can allow unauthorised access to the rear of properties and in the case of family houses in particular, can reduce back garden sizes and impact on amenity.

- Developments should provide for the needs of everyone including people with disabilities and those with prams and pushchairs. This includes dealing with approach and access to buildings, adequate and convenient parking for disabled people and use of colour and tactile materials to assist blind and partially sighted people. Designing for people with disabilities makes access easier for everyone and encourages more people to use public buildings and spaces.

- Secure cycle parking should be incorporated in a convenient location within developments.

### POLICY AND ACTIONS

<table>
<thead>
<tr>
<th>Policy</th>
<th>Action and timescales</th>
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<tbody>
<tr>
<td><strong>PPS1</strong></td>
<td>The City Council will seek to use its powers as planning authority to ensure that off-street parking levels are at an appropriate level to reflect parking and other transport policies, particularly any impacts for on-street parking demand.</td>
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<tr>
<td><strong>Actions</strong></td>
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<tr>
<td><strong>APS1</strong></td>
<td>Maintain parking standards taking account of national, regional and local policies. BCC Ongoing</td>
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<tr>
<td><strong>APS2</strong></td>
<td>Ensure that car parking in new developments is designed in line with the guidance in ‘Places for All’, ‘Places for Living’ and ‘The Car Park Design Guide’. BCC Ongoing</td>
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