



Birmingham City Council

Annual Parking Report

2024/25

CONTENTS

Foreword	3
Policy and Strategy	4
Civil Parking Enforcement	5
Parking Penalty Charge Notices	7
Parking PCN Statistics	10
Off-Street Parking	12
Off-Street PCN Data	14
On-Street Parking	15
On-Street PCN Data	16
Residents Permit Schemes	18
School Enforcement	20
Partnership Operations	22
Suspensions/Dispensations	23
Parking Financial Information	24
Bus Lanes	25
Bus Lane Enforcement	26
Bus Lane PCN Data	27
Bus Lane Financial Information	30
Forward Look	31

FOREWORD

I am pleased to present Birmingham City Council's Annual Parking Report for 2024/25. The last parking report published by the Council was from 2018/19, and bringing the report reflects progress in Parking Services, as well as our commitment to the transparency and accessibility of the information contained in the report. This report reflects our continued commitment to delivering a safe, fair, and sustainable parking service that supports the city's wider transport objectives and the ambitions set out in our Birmingham Transport Plan.



As Cabinet Member, I know how vital parking management is in shaping how people move around our city. By balancing demand and enforcing compliance, we aim to reduce congestion, improve air quality, and create safer streets for everyone.

This year, we have strengthened enforcement activity, including undertaking over 59 partnership operations during the 2024/25 financial year. We have also introduced innovative approaches such as mobile ANPR technology to enhance safety around schools and priority routes.

Every surplus generated from enforcement is reinvested into transport infrastructure and road safety initiatives, ensuring that our work continues to benefit communities across Birmingham.

The data contained in this report demonstrate the scale and complexity of parking operations across Birmingham. It demonstrates our ongoing efforts to influence driver behaviour, protect vulnerable road users, and ensure fair access to parking for residents, businesses, and visitors.

Looking forward, we will continue to increase our deployment of Civil Enforcement Officers, in line with the rising number of penalty charge notices issued. Parking Services are also working cross-Council to support the delivery of neighbourhood improvements through the Neighbourhood Major Schemes Programme, ensuring that parking policy remains a key enabler of sustainable mobility and public safety. Finally, we will continue work on our moving traffic enforcement trial, with cameras recently installed at key hotspots.

I would like to thank our officers, enforcement teams, partners, and residents for their cooperation and commitment to making Birmingham a safer city.

Councillor Majid Mahmood
Cabinet Member for Environment and Transport

POLICY AND STRATEGY

Parking demand management in Birmingham is planned, coordinated and delivered in full alignment with the strategic objectives of the Birmingham Transport Plan (2021), which sets out a vision for a sustainable, inclusive, and low-carbon transport network for the city:

- **Reallocating Road Space:** Parking controls support the shift away from single-occupancy car use by prioritising space for public transport, walking, and cycling which are healthier and more sustainable.
- **Transforming the City Centre:** Parking restrictions and pricing mechanisms help reduce through-traffic and encourage modal shift, contributing to a cleaner, safer city centre.
- **Prioritising Active Travel in Local Neighbourhoods:** By managing On-Street parking and reducing the dominance of private vehicles, this improves the quality of local streets by creating an environment which support increased walking, cycling and wheeling as healthy travel modes of choice.
- **Managing Demand Through Parking Measures:** The strategic application of pricing, parking availability, and targeted enforcement helps to regulate car use, reduce congestion, and promote sustainable travel alternatives.

The Birmingham Road Harm Reduction Strategy (2025) reinforces the Council's commitment to achieving Vision Zero - eliminating all deaths and serious injuries on the city's roads. Car dependency is a known causal factor of increased road harm risk across the city. Tactical application of bespoke parking policies and enforcement is essential to reduce road harm risk, providing a safe and attractive environment for all:

- **Safe System Approach:** Parking enforcement helps reduce illegal and dangerous parking behaviours that compromise visibility, obstruct pavements, and endanger road users.
- **Healthy Streets:** Parking controls contribute to the creation of safer, less polluted and more inviting public spaces that encourage active travel by reducing the dominance of parked vehicles and vehicular traffic.
- **Speed and Safety Interventions:** As part of the delivery of the Birmingham Transport Plan, work is underway to expand kerbside parking controls across the inner city, linked with 20mph zones and other traffic reduction measures to reduce the risk of road harm by diverting traffic away from residential areas.
- **Data-Driven Decision Making:** Parking data is used to influence the delivery of road harm reduction initiatives, helping to ensure interventions are targeted and locally appropriate.

CIVIL PARKING ENFORCEMENT

The Traffic Management Act 2004 (TMA) imposes a duty on the City Council to manage the parking restrictions in place to reduce congestion and increase traffic flow throughout the city.



Birmingham City Council have been working in Partnership with Marston Holdings t/a NSL Ltd, who have been the city's contracted Civil Parking Enforcement provider since 2008. NSL deploy Civil Enforcement Officers (CEOs) across the city, carrying out enforcement activity seven days a week, 364 days a year, both on foot and in vehicles.

CEOs patrol the streets of the city, clearly identifiable by their uniform. They use approved handheld devices with high-definition cameras to issue Penalty Charge Notices (PCNs) to vehicles found to be in contravention of a parking restriction, as per the Traffic Regulation Orders (TROs) in place.

The main purposes for deploying CEOs across the city to carry out Civil Parking Enforcement duties are to:

- Support the free-flowing movement of traffic and reduce congestion through effective parking enforcement.
- Contribute to road safety for pedestrians, cyclists and drivers.
- Monitor compliance for designated parking spaces across the city, such as spaces designated for Blue Badge Holders, residential permit schemes.
- Enforce parking restrictions by issuing Penalty Charge Notices (PCNs) to vehicles in contravention, encouraging drivers to adhere to restrictions.
- Work with residents who report instances of illegal parking.



- Provide the public with useful information and general help/advice when patrolling the streets of Birmingham, providing a high level of all-round customer service.

CEOs undergo comprehensive initial and ongoing training designed to equip them with the knowledge and skills necessary to perform their duties effectively and professionally. Their key responsibilities include:

- Ensuring appropriate parking to prevent traffic obstructions and congestion.
- Improving safety for all road users, including pedestrians, cyclists, and motorists.
- Maintaining access to reserved parking for those in need to support inclusivity.
- Ensuring fair usage of parking spaces across the city, both On and Off-Street.
- Supporting adherence to traffic laws through the issuance of Penalty Charge Notices.
- Overseeing local enforcement zones such as timed parking areas and residential permit areas.
- Raising driver awareness and understanding of parking regulations through education.



CEOs do not have any targets in terms of PCN volumes or fines to be issued, and their performance is not tied to their salary. This allows CEOs to focus on public service and ensuring that regulations are enforced consistently and fairly. Enforcement activity is focused on promoting and achieving compliance with parking regulations, not financial gain.

The primary objective is to ensure the safe, fair, and efficient use of the road network by encouraging responsible parking behaviour and supporting wider transport and traffic management goals.

PARKING PENALTY CHARGE NOTICES

There are two levels of contravention that can lead to a parking Penalty Charge Notice (PCN) being issued:

- Lower-level contraventions (such as parked with an expired pay and display ticket) - £50 (reduced to £25 if paid within 14 days*)
- Higher-level contraventions (such as parked on double yellow lines) - £70 (reduced to £35 if paid within 14 days*)

*For parking PCNs issued by CCTV camera, the reduced rate shown above is to be paid within 21 days**

A full list of the contravention codes and detailing the contraventions that fall under the lower or higher charge levels can be found on the Parking and Traffic Regulations Outside London (PATROL) website link below:

<https://www.patrol.gov.uk/contravention-codes/>

PATROL is the statutory joint committee of over 300 local authorities and charging authorities that manage and enforce parking and other traffic restrictions in England (outside London) and Wales.

Direct Issue PCN

A Penalty Charge Notice (PCN) may be issued directly to a vehicle or handed to the motorist at the time of a parking contravention. This is known as a Direct Issue PCN. Upon receiving a Direct Issue PCN, the motorist has 28 days to:

- Pay the PCN (a 50% discount applies if paid within 14 days), or
- Submit an informal challenge if the motorist believes the PCN was issued incorrectly.



If a Challenge is made and is successful, the PCN is cancelled. If a Challenge is rejected, the motorist can:

- Pay the PCN (if the challenge was submitted during the discount period, the discount will still apply), or

- Wait for a Notice to Owner to be issued to the vehicle's registered keeper to make a formal representation.

Notice to Owner (NtO)

A Notice to Owner is sent to the registered keeper of a vehicle when a PCN remains unpaid and no successful informal challenge has been made. The registered keeper then has 28 days to:

- Pay the outstanding PCN, or
- Submit a formal representation to challenge it.

Representations must be made by the person named on the NtO or by someone with their written permission. The authority has 56 days to respond.

If a Representation is successful, the PCN is cancelled. If rejected, a Notice of Rejection will be issued.

After a Notice of Rejection is issued, the motorist has 28 days to:

- Pay the PCN, or
- Appeal to the Traffic Penalty Tribunal (TPT), an independent adjudicator.

Charge Certificate

A Charge Certificate is issued if the PCN is not paid or challenged within the required timeframes. At this stage, the motorist can no longer challenge the PCN.

After receiving a Charge Certificate, the motorist can:

- Pay the increased charge, or
- Wait for an Order for Recovery, which outlines further options.

Order for Recovery

An Order for Recovery allows the authority to begin legal proceedings for non-payment of the PCN. Once received, the motorist has 21 days to:

- Pay the outstanding charge, or

- Submit a witness statement to the Traffic Enforcement Centre (TEC) under specific grounds.

If no action is taken, the case may be passed to enforcement agents (bailiffs), increasing the total amount owed.

Enforcement Agents

If a PCN is transferred to enforcement agents, the motorist must contact them directly or seek advice from the Traffic Enforcement Centre (TEC).

Postal PCNs

A Postal PCN is sent by post rather than being placed on the vehicle. This may occur when:

- The vehicle is recorded on CCTV or camera enforcement (e.g. stopping on red routes or near schools), or
- A Civil Enforcement Officer is unable to safely serve the notice (e.g. the motorist drives away).

After receiving a Postal PCN, the motorist has 28 days to:

- Pay the charge, or
- Submit a formal representation to challenge it.

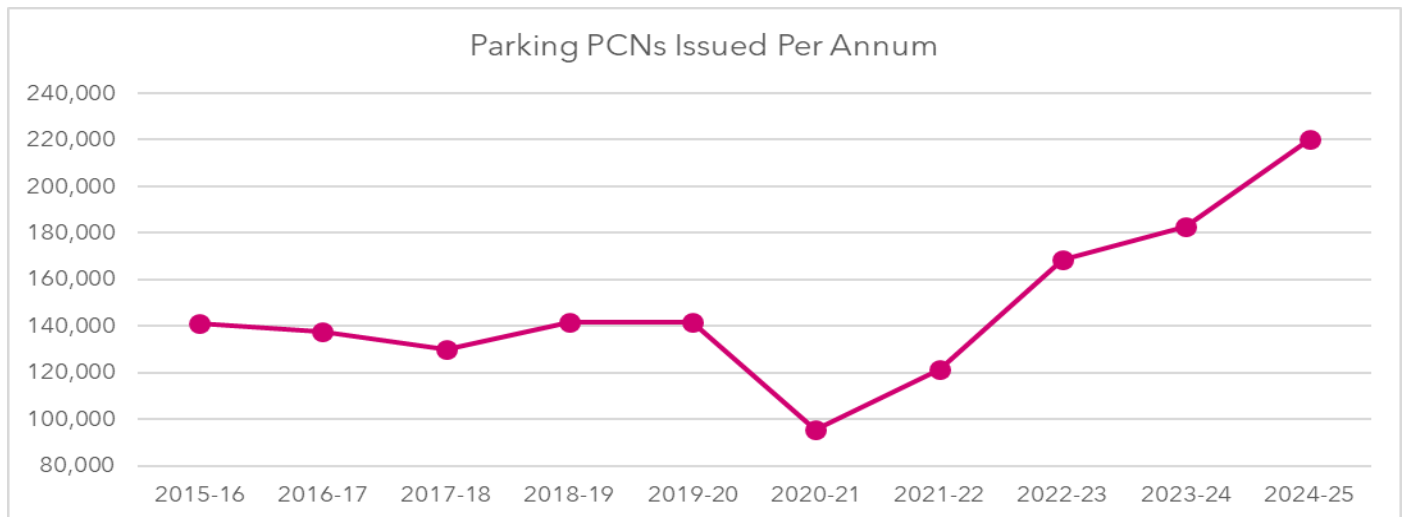
Postal PCNs follow the same process as Direct Issue PCNs from the Notice to Owner stage onwards.

All challenges and representations are reviewed in line with the Council's discretion policy, with each case reviewed, investigated and considered by the Council's Parking Service investigation team.

PARKING PCN STATISTICS

In 2024/25, 220,164 PCNs were issued to vehicles parked in contravention of a parking restriction, compared to 182,762 PCNs issued the previous year, an uplift of 20.5%.

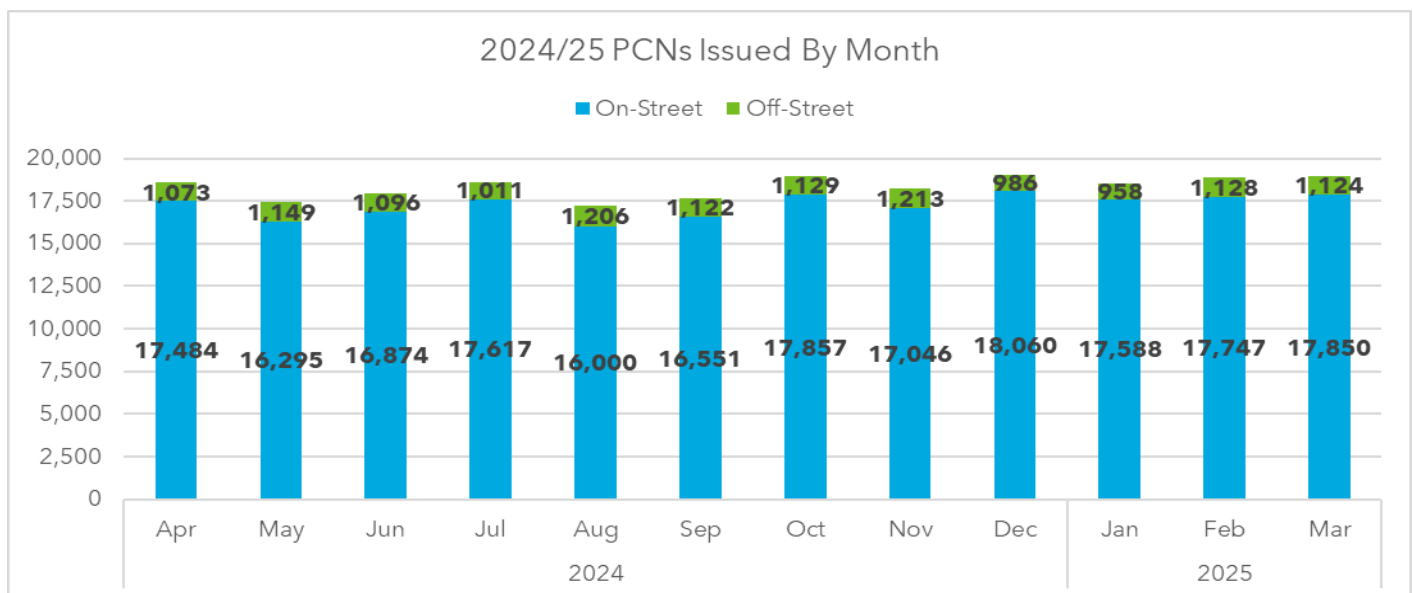
The number of Penalty Charge Notices (PCNs) issued for parking contraventions has consistently increased over recent years (excluding the period of the COVID-19 pandemic). The graph below illustrates the annual volume of PCNs issued year-on-year.



Of the 220,164 PCNs issued in 2024/25:

- 206,969 (94%) were issued On-Street
- 13,195 (6%) were issued Off-Street (in car parks)

The chart below shows the monthly breakdown of PCNs issued split by On and Off-Street, peaking at a total of 19,046 PCNs in December. While the month-on-month breakdown remains overall consistent, the last 6 months of the year saw PCN volumes issued consistently above 18,000 per month.



The below table highlights statistical information including PCNs issued, representations/appeals received and PCN recovery rates for 2024/25. The data for 2023/24 has also been included to provide a comparative dataset.

Parking PCN Statistical Information	2023/24	2024/25
Total number of higher-level PCNs issued	122,220	150,336
<i>% of PCNs Issued</i>	66.9%	68.3%
Total number of lower-level PCNs issued	60,542	69,828
<i>% of PCNs Issued</i>	33.1%	31.7%
Total number of PCNs issued	182,762	220,164
Total number of PCNs cancelled	2,500	2,573
<i>% of PCNs Issued</i>	1.4%	1.2%
Total number of Collectable PCNs	180,262	217,591
Total number of PCNs paid	131,417	152,851
PCN Recovery Rate %	72.9%	70.2%
Total number of PCNs paid at discount	98,750	118,656
<i>% of Collectable PCNs</i>	54.8%	54.5%
Total number of PCNs where a representation (informal/formal) was made	32,753	31,350
<i>% of Collectable PCNs</i>	18.2%	14.4%
Total number of PCNs written off as a result of representation (informal/formal)	4,057	3,701
<i>% of Informal/Formal Challenges resulting in write-off</i>	12.4%	11.8%
Total number of PCNs where an appeal was made	358	429
<i>% of Collectable PCNs</i>	0.2%	0.2%
Total number of PCNs written off after appeal	73	68
<i>% of Appeals lost/not contested resulting in write-off</i>	20.4%	15.9%
Total number of PCNs written off for other reasons	14,566	14,927
<i>% of Collectable PCNs</i>	8.1%	6.9%

Note: The data provided is a snapshot as of 22nd July 2025. Figures such as the number of PCNs paid, PCN recovery rates, and the total number of PCNs written off for other reasons are subject to change, as debt recovery processes are still ongoing with enforcement agents.

OFF-STREET PARKING



The Council's Parking Service currently manages a network of pay and display facilities across the city, aimed at supporting access to local amenities and reducing On-Street congestion. This network includes seven pay and display car parks located within the City Centre, twenty-nine local car parks distributed across neighbourhoods, and one dedicated lorry park catering to commercial vehicle users.

In addition, the Council is responsible for the management of four car parks situated within Cannon Hill Park, which provide essential parking for visitors to this popular green space.

In most locations, parking operates on a pay and display basis, with payment required upon arrival either by cash at a parking machine or using the pay-by-phone/App facility via Ringo. The only exception to this arrangement is Millennium Point Car Park, which is barrier-operated. In this facility, payment is made prior to exit, with charges calculated based on the length of stay and payment here can be made by cash or card, but not by pay-by-phone/App. The Town Hall Car Park is the only other car park that currently provides a card payment facility.



The below data highlights the Council operated car parks whereby payment is required:

City Centre Car Parks

Car Park Name	Total Bays
Dudley Street (Underground)	57
Great Charles Street car park	82
Jewellery Quarter Multi-Storey	551
Millennium Point Multi-Storey	953
Navigation Street	44
Snow Hill Multi-Storey	863
Town Hall Multi-Storey	387
	2,937

Lorry Park

Car Park Name	Total Bays
Brewery Street	20

Suburban (Local) Car Parks

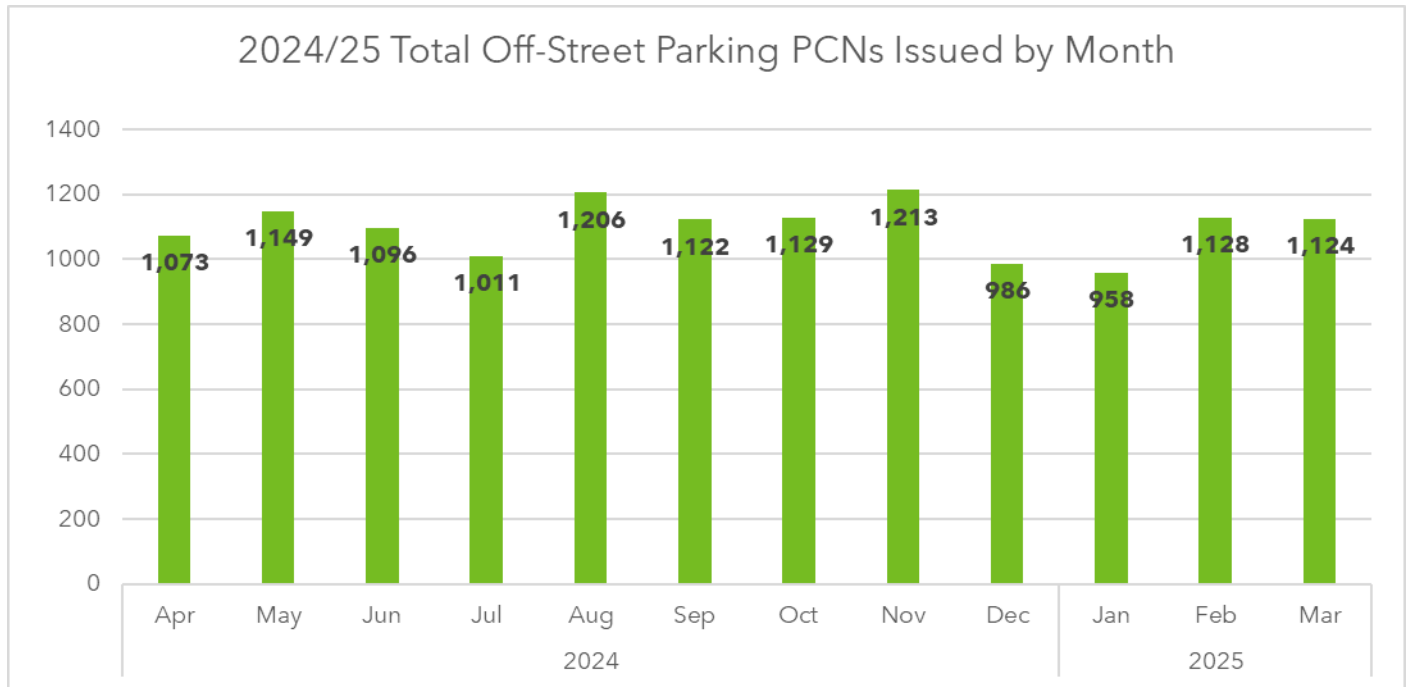
Car Park Name	Total Bays
Alum Rock, Alum Rock Road	24
Erdington, Church Road car park	61
Erdington, Machin Road car park	40
Handsworth, Baker Street car park	72
Handsworth, Boulton Road/Soho Road	51
Handsworth, Hockley Flyover	50
Handsworth, Waverhill Road	32
Harborne, Metchley Lane	35
Harborne, York Street	84
Kings Heath, High Street	19
Ladywood, Duchess Road	90
Moseley, Moseley Village	66
Nechells, Adams Street	36
Northfield, Herbert Austin	46
Northfield, Lockwood Road	17
Sparkbrook and Balsall Heath East, Alfred Road	54
Sparkbrook and Balsall Heath East, Bewdley Avenue	14
Sparkbrook and Balsall Heath East, Clifton Road	21
Sparkbrook and Balsall Heath East, Oldfield Road	60
Sparkbrook and Balsall Heath East, St Paul's Road	10
Sutton Coldfield, Anchorage Road	64
Sutton Coldfield, Duke Street	50
Sutton Coldfield, Mill Street	22
Sutton Coldfield, Reddicroft Lower	46
Sutton Coldfield, Reddicroft Upper	79
Sutton Coldfield, South Parade	132
Sutton Coldfield, Station Street	108
Yardley, Hob Moor Road	35
	1,418

Cannon Hill Park

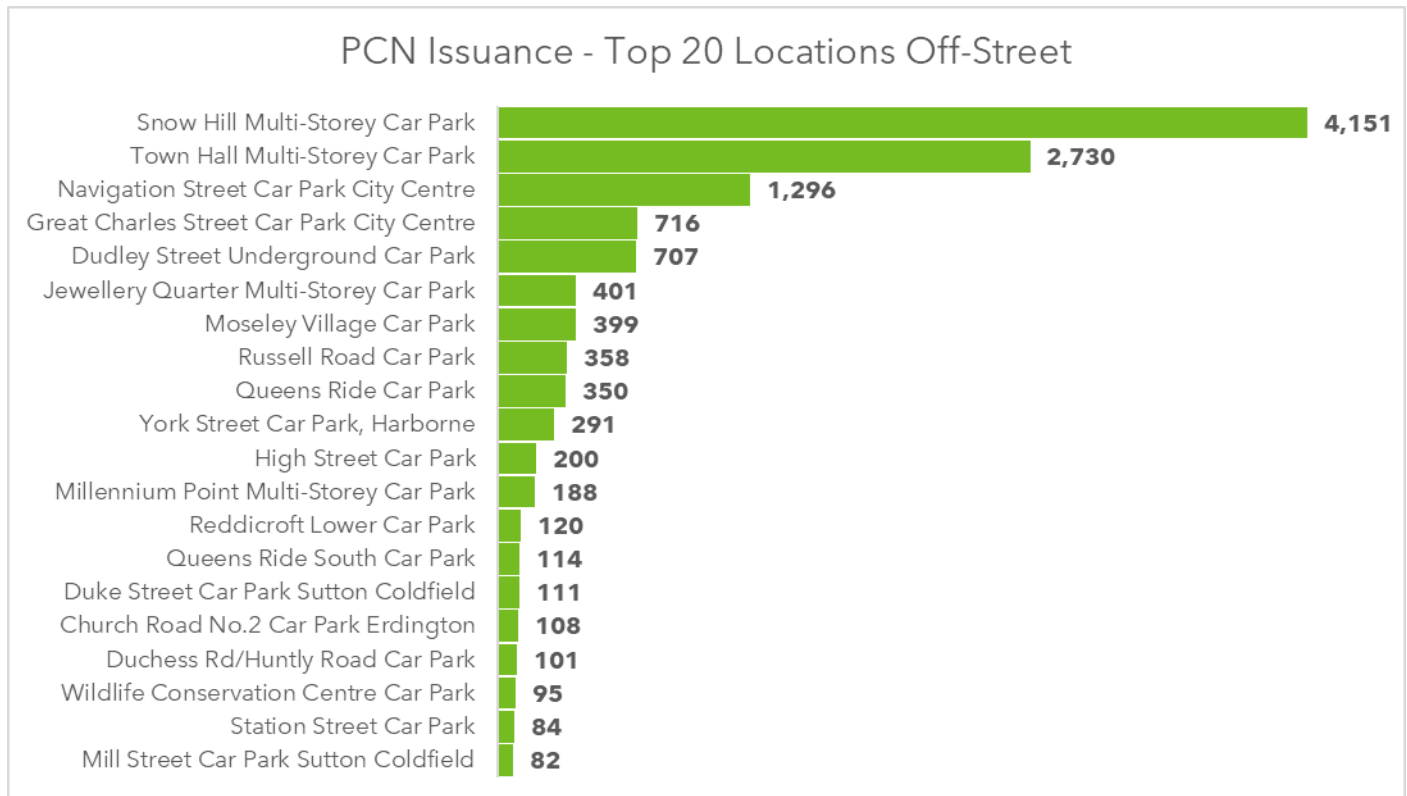
Car Park Name	Total Bays
Queen's Ride	109
Queens Ride South	220 (approx)
Russell Road	40
Wildlife Conservation Centre	149
	518 (approx)

OFF-STREET PCN DATA

During 2024/25, 13,195 PCNs were issued to vehicles parked in car parks 'Off-Street' without paying the required tariffs (accounting for 6% of total PCN volume for 2024/25). The graph below shows the PCN issuance split by month for Off-Street.



The graph below shows the top 20 locations in terms of the number of PCNs issued to vehicles parked in Off-Street car parks.



ON-STREET PARKING

Parking restrictions across the city are governed by Traffic Regulation Orders (TROs), which provide the legal framework for managing On-Street parking. These orders are essential for maintaining road safety, reducing congestion, and ensuring fair access to parking spaces for residents, businesses, and visitors.

On-Street Parking within the City Centre is managed through Controlled Parking Zones (CPZs). A Controlled Parking Zone is an area where all On-Street parking is controlled. CEOs patrol the CPZs to oversee the management of parking spaces within the City Centre, ensuring a steady churn and fair usage of parking spaces, making it accessible for residents, visitors and workers.

Parking is allowed in parking bays and the hours of restriction and relevant charges for that zone will be displayed on the nearby Pay and Display machine or Pay-by-Phone signage.



Within all Controlled Parking Zones, the double yellow line restrictions apply 24 hours a day, every day of the week. However, the single yellow line restrictions will vary depending on the zone. The restricted hours are those shown on the zone entry sign, unless localised signs are present to indicate an individual restriction. Where loading bans apply, these are indicated by yellow kerb markings. A single kerb marking denotes a restriction during certain hours, while a double kerb marking indicates that loading is prohibited at all times.

On-street Pay and Display parking bays can be paid for by either purchasing a ticket via a machine or paying by phone/pay by App via Ringo.

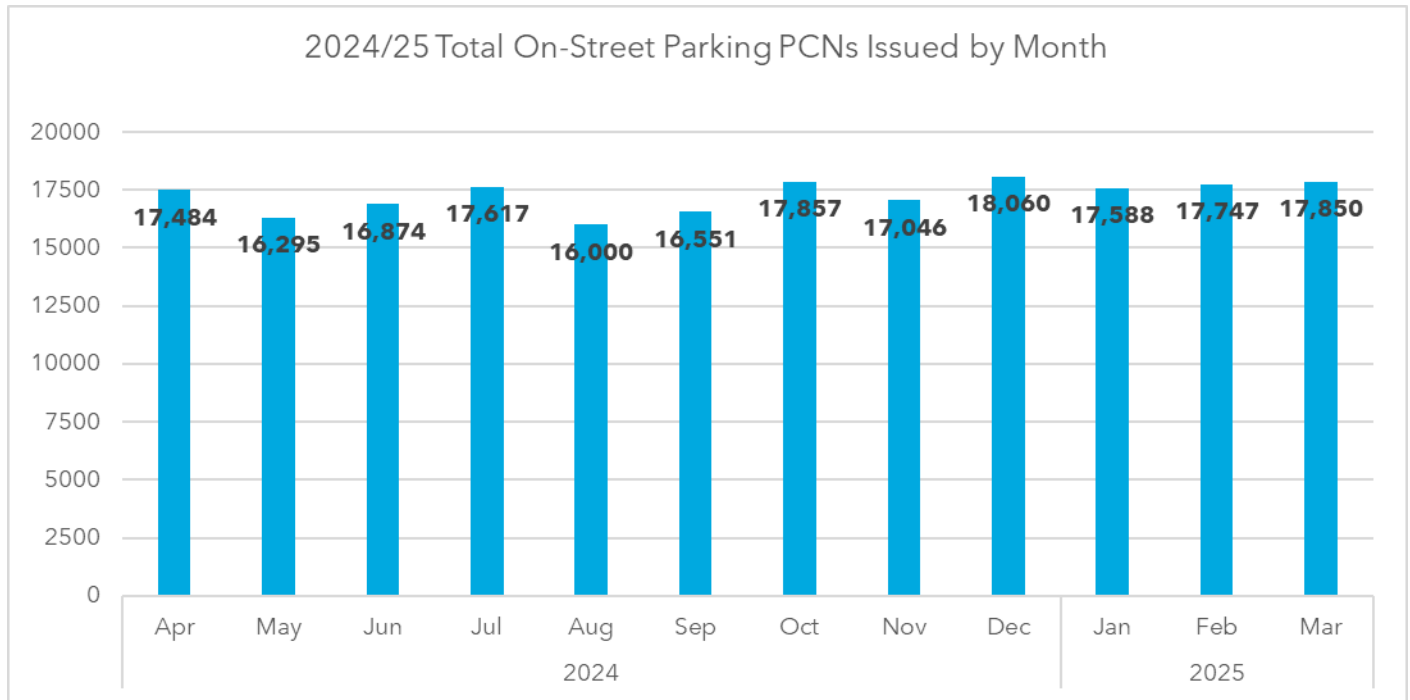
If you display a valid Blue Badge, parking is free at pay and display On-Street parking bays (with no time limits).

On-street parking charges do not apply on Christmas Day, Good Friday and Bank Holidays. Where a bank holiday falls at a weekend (for example, Boxing Day) payment for parking is still required for that day as the recognised bank holiday will be substituted to a weekday.

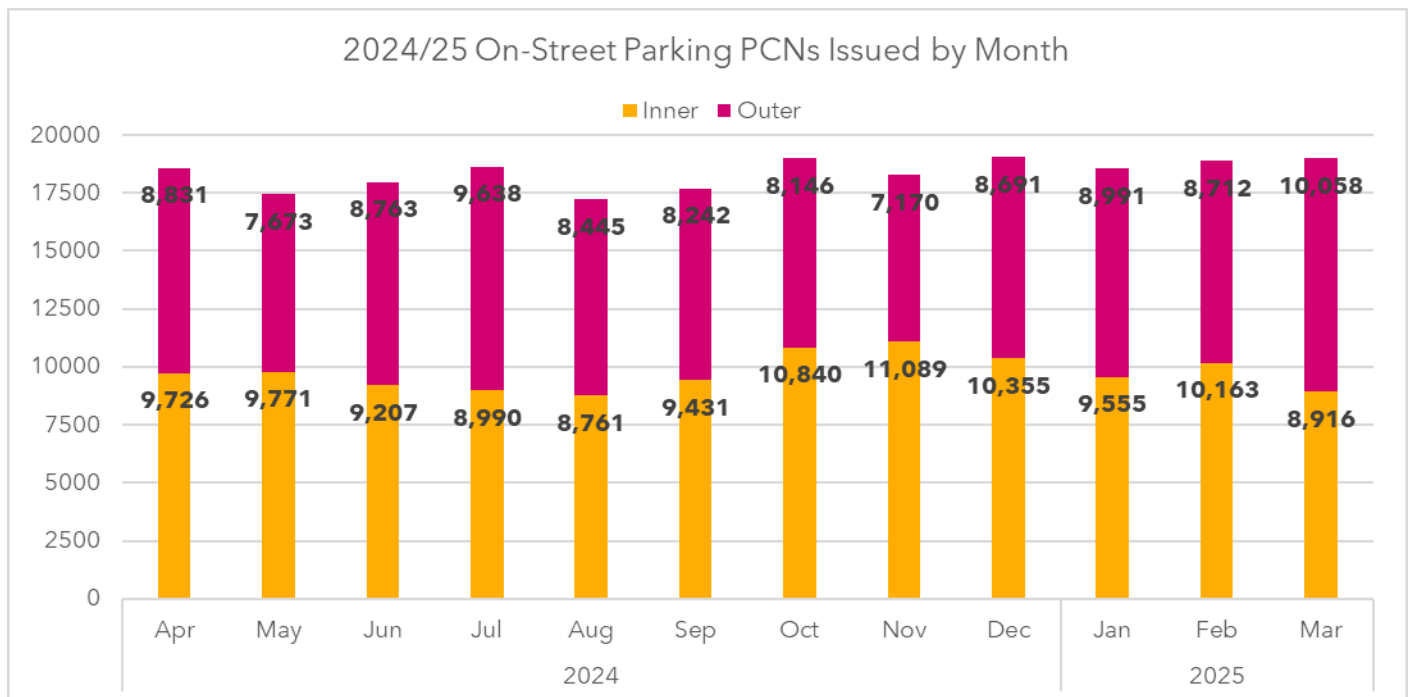
CEOs are also deployed city-wide to encourage compliance of all parking restrictions, such as red routes, double yellow lines, limited waiting bays, controlled parking zones and residents permit schemes. CEOs collate evidence and issue PCNs to vehicles identified to be in contravention of a parking restriction.

ON-STREET PCN DATA

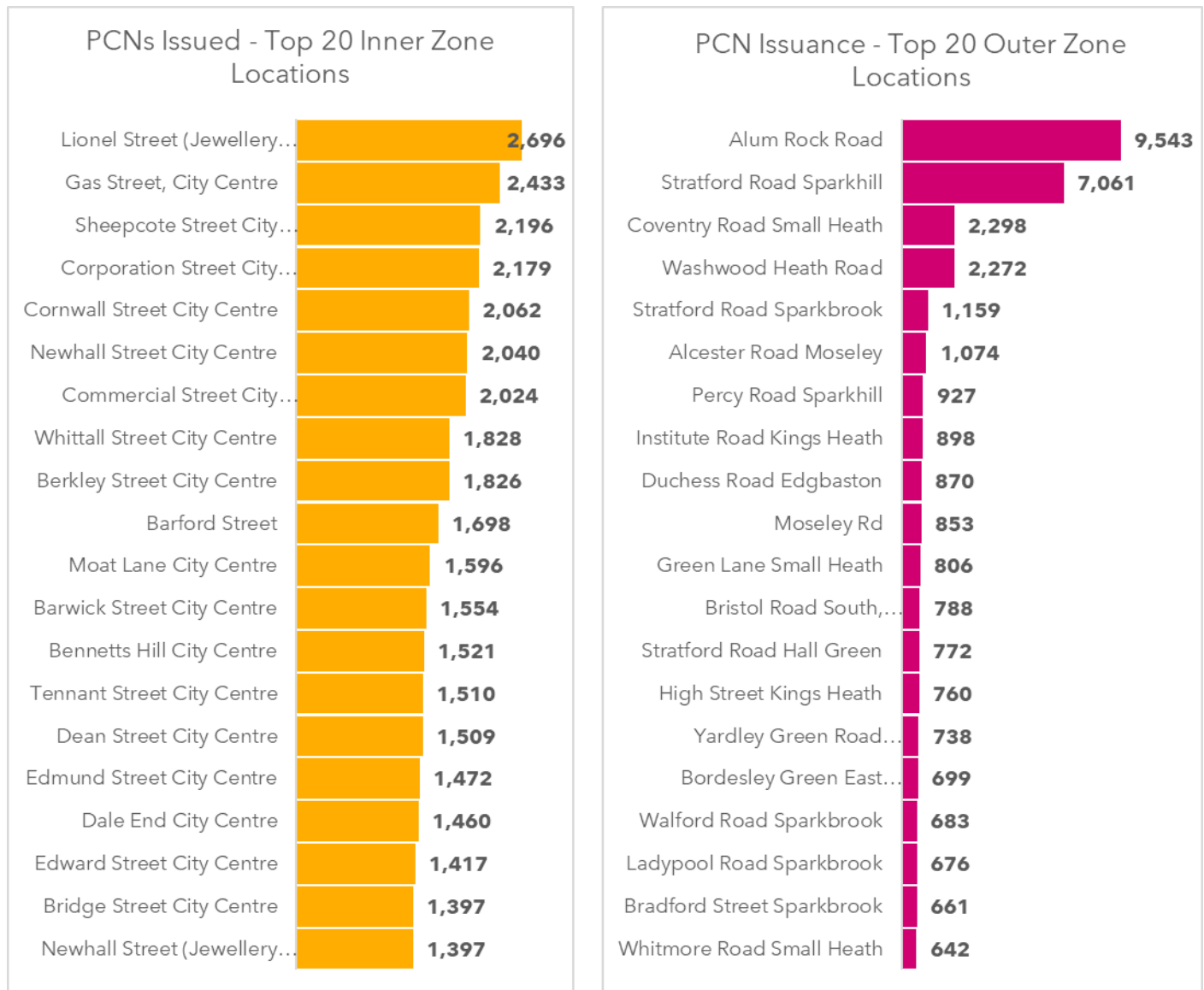
During 2024/25, 206,969 PCNs were issued to vehicles parked in contravention of 'On-Street' restrictions, accounting for 94% of total PCNs issued. PCN issuance peaked in December with 18,060 PCNs issued.



Of the 206,969 PCNs issued On-Street, 106,615 (51.5%) of PCNs were issued at locations within inner city area and 100,354 (48.5%) were issued to outer city area locations. For reference in terms of this data, the inner area of the city includes all locations with the Middleway Ring Road (A450). Monthly splits are indicated below.



The charts below show the top 20 locations in terms of the number of PCNs issued to vehicles in the inner zone area of the city and likewise for the outer zone area of the city.



The top 5 contraventions for On-Street PCN issuance are detailed below:

Contravention Code	Contravention Description	PCNs Issued
01	Parked in a restricted street during prescribed hours (e.g. double yellow lines)	56,965
06	Parked without clearly displaying a valid pay & display ticket or voucher	37,502
02	Parked or loading / unloading in a restricted street where waiting and loading / unloading restrictions are in force	30,556
46	Stopped where prohibited (on a red route or clearway)	11,385
16	Parked in a permit space or zone without a valid virtual permit or clearly displaying a valid physical permit where required	10,641

RESIDENTS' PARKING/PERMIT SCHEMES

In many cities, there is often a need to balance the parking requirements of local residents with those of visitors accessing nearby amenities such as shopping centres, healthcare facilities, and sports venues. Where a clear shortage of parking has been identified, resulting in residents being unable to park near their homes, priority can be given to managing demand through the introduction of Residents' Parking Schemes. These schemes help to ensure that local communities have fair access to parking by reserving spaces for permit holders during specific times.



To date, 24 Residents' Parking Schemes have been implemented across Birmingham to support residents in parking closer to their homes. The following are the names of the schemes, which are located in various areas across the city:

- Aston
- Attwood Green
- Bellcroft
- Boswell Road
- Chamberlain Gardens
- Dale Road
- Digbeth
- Harrisons Road
- Humphrey Middlemore Drive
- Irish Quarter
- Jewellery Quarter
- Jordan Road
- King Edward Road
- Ladywood
- Lee Crescent and Ryland Road
- Maas Road / Rochester Road
- Reservoir Retreat
- Roman Way
- Selly Park
- St Marks
- Station Road
- Tudor Road
- Woodleigh Avenue
- Wyndham Road

Developing tailored parking schemes for specific areas allows for the most effective use of available space, balancing the needs of both residents and local businesses where parking pressures have been identified.

For example, the Aston Residents' Parking Scheme operates only on match days, enabling unrestricted parking at other times to support nearby businesses. On match days, the scheme encourages football supporters to use public transport while ensuring that residents retain access to parking.

Similarly, the Humphrey Middlemore Drive and Woodleigh Avenue schemes, located adjacent to the Queen Elizabeth Hospital, address ongoing parking pressures by reducing competition for space between residents, hospital staff, and visitors. These schemes operate daily to prioritise residential access in high-demand areas.

In 2024, a new digital permits system was introduced, providing electronic permits for the majority of schemes. This improvement reduces the risk of Penalty Charge Notices being issued to residents for failure to display a physical permit, simplifying the process and increasing convenience.

Over the course of 2024/25, a total of 6,540 permits were issued:

- 4,192 Resident permits
- 1,295 Visitor permits
- 1,053 Business permits

CEOs are regularly deployed to monitor and enforce compliance within Residents' Parking Schemes across the city. Their role is to ensure that only vehicles with valid permits or visitor permits are parked in these areas, helping to prevent unauthorised use by non-residents and commuters.



This enforcement helps protect parking spaces for local residents, reduce parking pressures, and maintain fair access. The visible presence of CEOs can also encourage compliance, reassure residents, and support wider aims such as reducing congestion and improving the quality of life in local neighbourhoods.

SCHOOL ENFORCEMENT

The Council recognises the importance of ensuring safety around schools for children, parents, and teaching staff.

The Council also recognises the ongoing challenges associated with driver behaviour and the increasing demand for enforcement across the city's 450+ schools.

To strengthen its response, the Parking Service plans to enhance school enforcement capability in 2025/26 through the introduction of a new mobile enforcement vehicle. This vehicle will be equipped with Automatic Number Plate Recognition (ANPR) camera, and will support issuing penalties to motorists who stop unlawfully on 'School Keep Clear' markings, helping to improve safety and compliance around school entrances.



The Parking Services team works in close partnership with the Travel Demand team to coordinate dedicated school enforcement patrols. The Travel Demand Team collaborates with schools to promote the Modeshift Stars accreditation programme, which recognises and rewards initiatives that encourage sustainable travel. Their approach begins with educating school communities, offering tailored advice, and supporting the development of action plans aimed at reducing illegal and inconsiderate parking. To complement these efforts, Parking Services implements targeted enforcement campaigns during key periods to maximise impact and reinforce positive behaviour.

More information on Modeshift Stars can be viewed via the link below:

https://www.birmingham.gov.uk/info/50347/neighbourhoods_and_schools/1852/safer_greenes healthier_school_travel

Throughout the 2024/25 financial year, 85 schools received dedicated enforcement. 500 dedicated enforcement patrols were completed which resulted in 731 PCNs being issued for vehicles parked contravention of local parking restrictions.

The below table breaks down the number of schools, patrols and PCNs issued by ward:

Ward	Schools	Patrols	PCNs
Acocks Green	2	22	29
Allens Cross	3	14	11
Alum Rock	2	28	44
Aston	2	14	35
Bartley Green	1	6	0
Bournville & Cotteridge	1	17	21
Brandwood & King's Heath	11	33	11
Castle Vale	1	0	0
Edgbaston	1	8	5
Garretts Green	1	8	1
Gravelly Hill	1	5	0
Hall Green North	7	83	181
Hall Green South	1	2	0
Heartlands	1	3	2
Highter's Heath	2	9	0
Kingstanding	3	9	14
Ladywood	1	3	5
Longbridge & West Heath	1	4	2
Moseley	4	6	0
Nechells	5	46	13
Northfield	1	4	7
Oscott	5	18	19
Perry Barr	2	6	35
Quinton	3	8	19
Rubery & Rednal	4	8	16
Small Heath	3	52	132
Sutton Mere Green	1	7	6
Sutton Reddicap	3	10	1
Sutton Trinity	2	29	39
Sutton Vesey	3	1	1
Sutton Walmley & Minworth	1	5	0
Tyseley & Hay Mills	1	8	2
Ward End	1	6	41
Weoley & Selly Oak	2	11	4
Yardley West & Stechford	2	7	35
Grand Total	85	500	731

A total of 1,490 PCNs were issued for 'vehicles stopping in a restricted area' under contravention code 48. This total includes both dedicated school enforcement patrols and instances whereby Civil Enforcement Officers issued tickets during regular enforcement beats, or in response to illegal parking reports.

PARTNERSHIP OPERATIONS

During the 2024/25 financial year, 59 partnership operations were undertaken in collaboration with West Midlands Police and/or multiple council services. A number of these operations were delivered as part of Community All Out Action Days, involving coordinated efforts across multiple agencies and Council services. These operations are designed to enhance the visibility of enforcement activity, reinforce adherence to parking restrictions, and ease traffic congestion in key hotspot locations across the city.

The table shown outlines the data recorded in relation to enforcement activity from the partnership operations conducted from January to March 2025.

Date	Location	PCNs Issued	Vehicles Moved On
07/01/2025	Nechells	4	2
16/01/2025	Stratford Road	0	0
16/01/2025	East LCSP All Out Day	72	120
27/01/2025	Digbeth Area	7	8
04/02/2025	Soho Road	4	19
12/02/2025	Digbeth Area	5	5
13/02/2025	Rookery Road	14	35
13/02/2025	Soho Road	18	54
14/02/2025	High Street - Erdington	17	40
19/02/2025	Digbeth Area	2	6
19/02/2025	Ladypool Road	7	28
22/02/2025	Nechells	31	6
27/02/2025	Stratford Road	9	10
06/03/2025	Stratford Road	13	16
07/03/2025	Sparkhill	4	20
15/03/2025	Alum Rock Road	33	64
15/03/2025	Soho Road All Out Day	13	16
16/03/2025	Alum Rock Road	17	10
19/03/2025	Hodge Hill All Out Day	27	45
19/03/2025	Ladypool Road	10	31
19/03/2025	Sutton Coldfield Town centre	3	2
24/03/2025	Villa Road, Lozells	3	2
27/03/2025	Stratford Road	5	10

SUSPENSIONS AND DISPENSATIONS

The Council holds the authority to temporarily suspend both On-Street and Off-Street parking bays, or to grant dispensations, when specific circumstances require it. These measures are typically implemented to ensure safety, maintain access, or facilitate activities that cannot reasonably take place without such adjustments.

Common reasons for suspending a parking bay include building or construction works, highway or utility works, special community or public events, and filming activities. In each case, the suspension helps to provide a safe and practical environment for the activity while minimising disruption to traffic flow and local residents.



Dispensations are temporary waivers that prevent the issuance of PCNs for vehicles granted permission to park where standard restrictions apply or where no designated parking facility exists. They are primarily intended to:

- Enable tradespeople to park service vehicles near their work location.
- Facilitate home movers in gaining closer access to properties during moves.

This service is designed to accommodate locations without off-highway service areas or designated loading places, and where requests fall outside the remit of the Highway Permits section.

The Parking Service is responsible for administering and coordinating all requests for parking bay suspensions and dispensations. This includes reviewing applications, ensuring compliance with regulations, liaising with relevant stakeholders, and putting in place appropriate signage or notices. The aim is to balance the needs of applicants with those of the wider community, ensuring that suspensions are granted only when necessary and for the shortest reasonable duration.

During 2024/25, a total of 1,036 parking bay suspension requests were approved, resulting in 6,179 individual parking bays being suspended. 3,170 dispensation applications were received, covering a period of 5,131 days.

PARKING FINANCIAL INFORMATION

2024/25 ON-STREET AND CIVIL PARKING ENFORCEMENT

Expenditure	£
In-house Staff	938,114
Supplies & Services (incl. CEO Deployment)	4,270,713
Total Expenditure	5,208,827

Income	
Pay & Display/Meters	(5,792,159)
Residents & Visitor Permits	(494,895)
Business Permits	(294,471)
Other income	(1,278,696)
PCN income	(6,598,465)
Total Income	(14,458,686)

(Surplus) / Deficit	(9,249,858)
----------------------------	--------------------

Use of Surplus	
Maintenance of Off-Street Accommodation	2,369,436

Balance	(6,880,422)
----------------	--------------------

BUS LANES

Birmingham City Council is committed to improving public transport, reducing traffic congestion, and improving air quality across the city. Bus lanes play a vital role in achieving these goals by helping to keep buses moving freely, making bus travel faster, more reliable, and a more attractive alternative to car use. This supports our wider efforts to reduce the number of vehicles on the road, ease congestion, and improve air quality for all residents.

Bus lanes are clearly marked to ensure all road users can identify them easily. The words 'bus lane' are painted on the road surface, and a solid white line marks the boundaries of the lane. Advance signage indicates which types of vehicles are permitted to use the lane and the times it is in operation. If no times are displayed, the bus lane operates 24 hours a day.



Birmingham also uses bus gates at certain junctions. These are designed to give priority to buses at traffic signals by holding back other traffic and allowing buses to proceed ahead of general traffic. This reduces delays for bus services and contributes to more reliable journey times.

A bus only street is a road that may only be used by buses, except for other permitted vehicles shown on accompanying signage. These streets are clearly marked at the entrance with signs showing which vehicles may use them and the hours of operation, if applicable.

A full list of bus lane, bus gate and bus only roads can be viewed on the Council's website via the link below:

[All bus lanes - Location of bus lanes in Birmingham | Birmingham City Council.](#)

BUS LANE ENFORCEMENT

Birmingham City Council enforces bus lanes, bus gates, and bus-only roads to help maintain an efficient, reliable, and sustainable public transport network.

Enforcement is delivered through Automatic Number Plate Recognition (ANPR) cameras, which record the registration details of vehicles unlawfully using restricted routes. Any footage captured is reviewed by a Review Operator, prior to the issuing of a PCN.

Cameras are installed at designated locations across the city, with equipment routinely rotated between sites to ensure enforcement remains both effective and flexible.

A full list of current and potential enforcement sites is available in the Bus Lane Camera Locations Directory.

To support compliance, advance warning signage is installed near all enforcement sites to alert motorists to the presence of restrictions and the possibility of active enforcement.



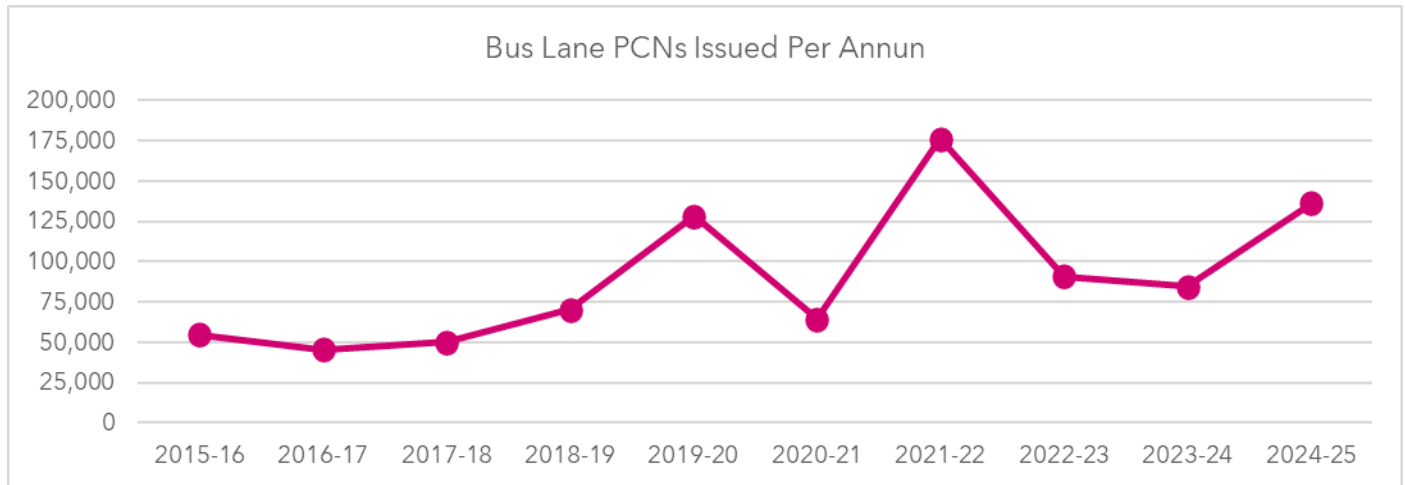
In addition to fixed cameras, the Council operates a mobile ANPR enforcement vehicle, which can be deployed to bus lanes and bus-only roads as required.

Where an unauthorised vehicle is detected during restricted hours, a Penalty Charge Notice (PCN) is issued to the registered keeper of the vehicle. The legal basis for this enforcement is provided by the Traffic Management Act 2004, which enables the Secretary of State to make provision for penalty charges in respect of bus lane contraventions.

The Penalty Charge is £70 for a bus lane contravention. A discount of 50% applies - the discount rate, or £35 - if the penalty charge is paid by the end of the period of 21 days beginning with the date of service.

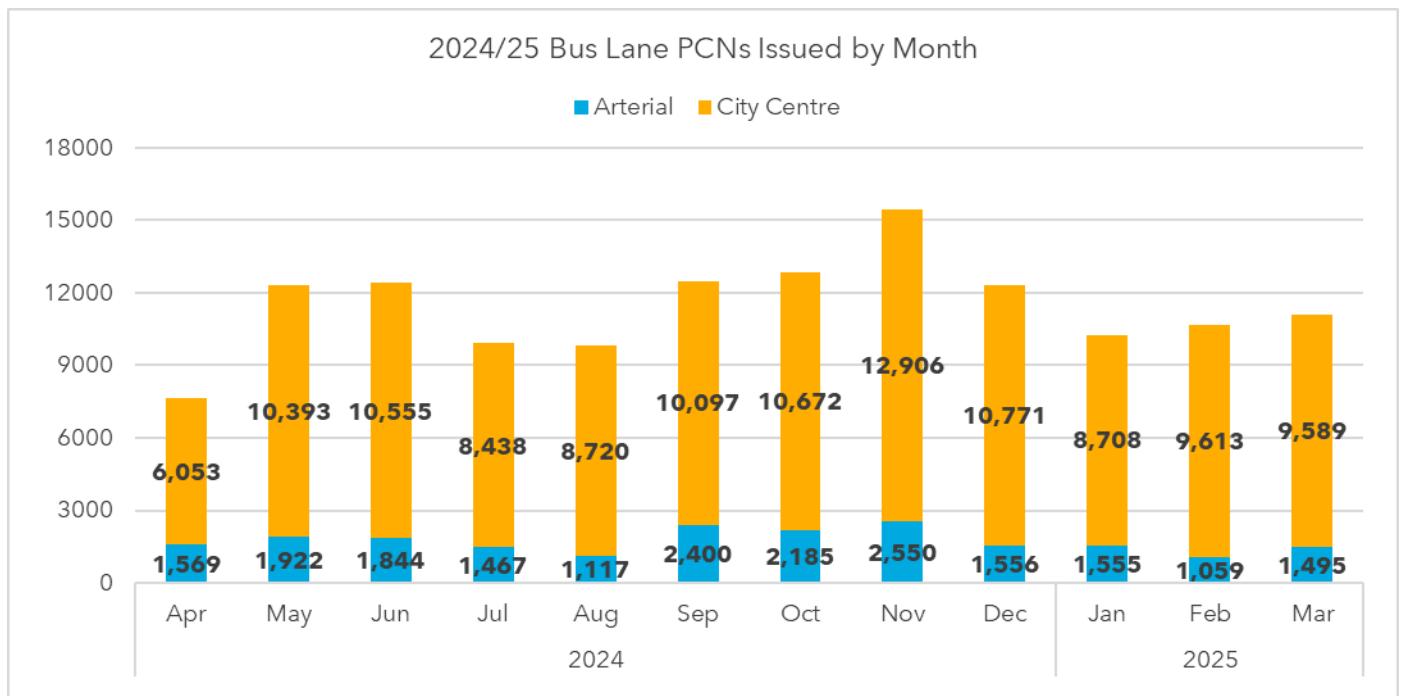
BUS LANE ENFORCEMENT STATISTICS

Year-on-year, Bus Lane PCNs have fluctuated, as shown the graph below. There are various reasons which contribute to this, such as new camera locations and installations and changes in driver behaviours and compliance levels.



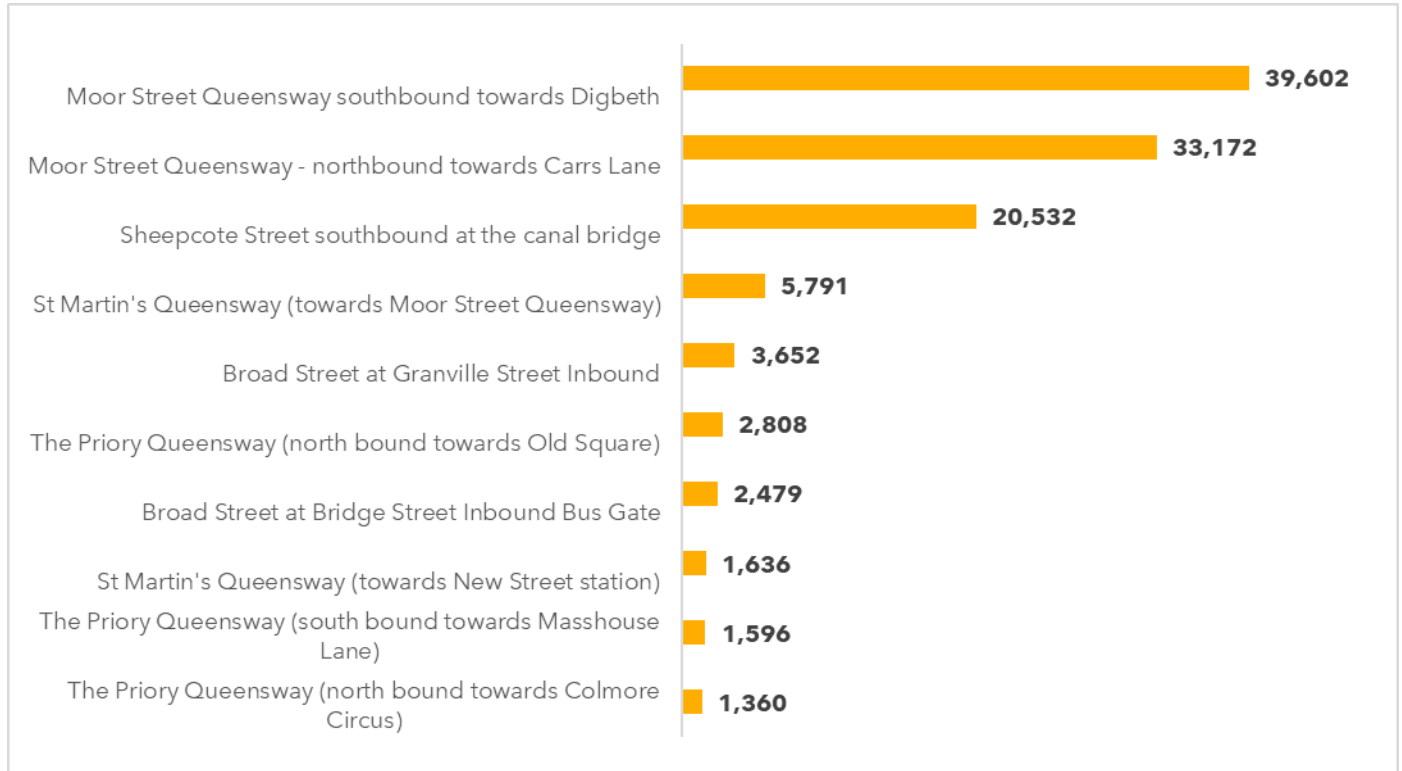
During the 2024/25 financial year, a total of 136,251 Penalty Charge Notices (PCNs) were issued to vehicles in contravention of a Bus Lane or Bus or gate, an average of 11,354 PCNs per Month.

Of the 136,251 PCNs issued during 2024/25, 111,560 (85%) were issued for vehicles contravening City Centre locations and 20,591 (15%) were issued on the arterial routes outside of the City Centre. The chart below shows the number of PCNs issued by month, split by City Centre and Arterial Route cameras.

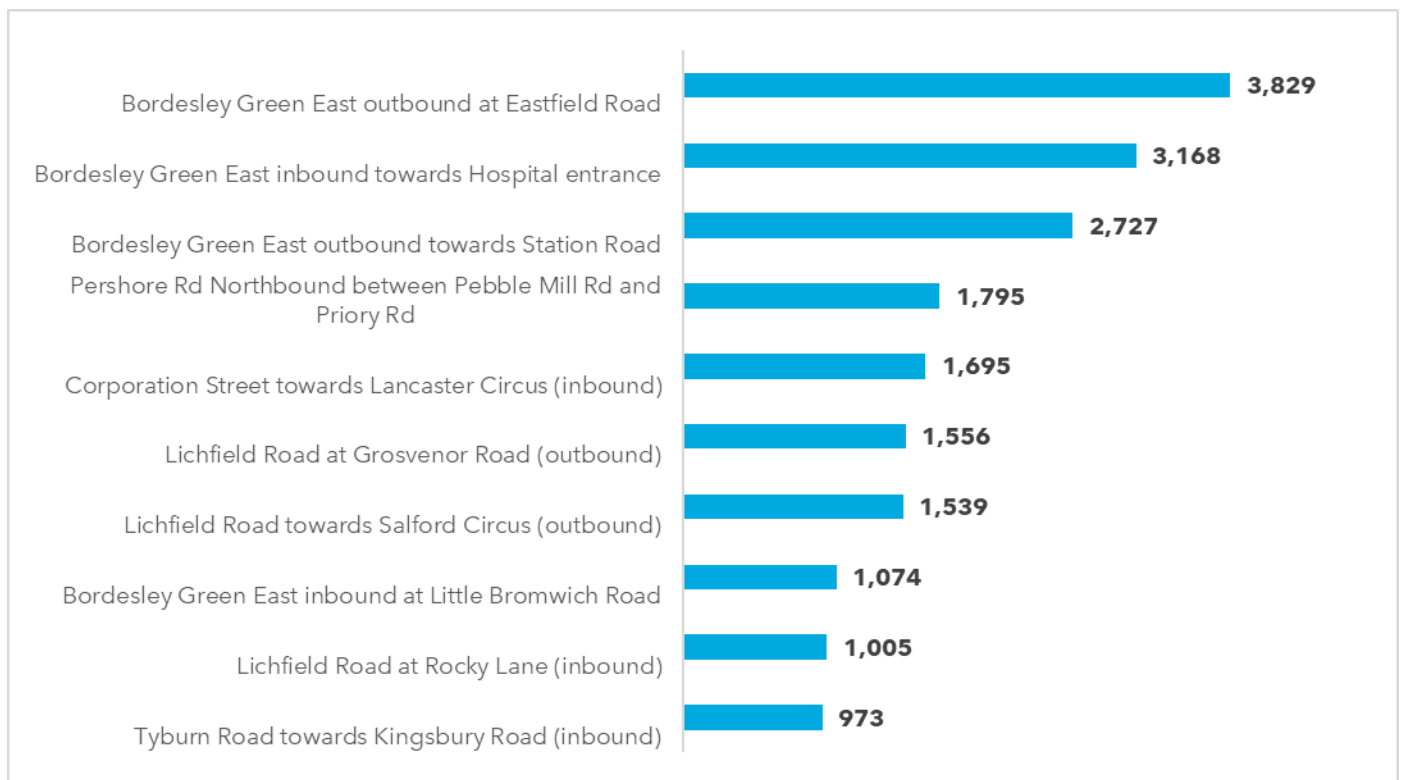


In December 2024, six cameras around the Broad Street area of the City went live, initially a period with Warning Notices being issued to motorists contravening the restrictions, prior to PCN go live mid-January 2025.

Top 10 City Centre Camera Locations for PCN Issuance



Top 10 Arterial Route Camera Locations for PCN Issuance



The below table highlights statistical information including PCNs issued, representations/appeals received and PCN recovery rates for 2024/25. The data for 2023/24 has also been included to provide a comparative dataset.

Bus Lane PCN Information	2023/24	2024/25
Total number of PCNs issued	84,546	136,251
Total number of PCNs cancelled	647	5,223
<i>% of PCNs Issued</i>	0.8%	3.8%
Total number of Collectable PCNs	83,899	131,028
Total number of PCNs paid	68,456	98,811
PCN Recovery Rate %	81.6%	75.4%
Total number of PCNs paid at discount	57,100	85,546
<i>% of Collectable PCNs</i>	67.3%	62.8%
Total number of PCNs where a representation was made	7,156	14,103
<i>% of Collectable PCNs</i>	8.5%	10.8%
Total number of PCNs written off as a result of representation (informal/formal)	1,531	3,417
<i>% of Representations resulting in write-off</i>	21.4%	24.2%
Total number of PCNs where an appeal was made	468	496
<i>% of Collectable PCNs</i>	0.6%	0.4%
Total number of PCNs written off after appeal	187	103
<i>% of Appeals lost/not contested resulting in write-off</i>	40.0%	20.8%
Total number of PCNs written off for other reasons	1,269	3,192
<i>% of Collectable PCNs</i>	1.5%	2.4%

Note: The data provided is a snapshot as of 22nd July 2025. Figures such as the number of PCNs paid, PCN recovery rates, and the total number of PCNs written off for other reasons are subject to change, as debt recovery processes are still ongoing with enforcement agents.

BUS LANE FINANCIAL INFORMATION

2024/25 BUS LANE ENFORCEMENT

Expenditure	£
In-house Staff	268,103
Supplies & Services	962,206
Total Expenditure	1,230,309

Income	
PCN Income	(4,636,275)
Total Income	(4,636,275)

(Surplus) / Deficit	(3,405,966)
----------------------------	--------------------

FORWARD LOOK

MOBILE ENFORCEMENT VEHICLE PILOT

In 2025/26, a new mobile enforcement vehicle will be piloted to further strengthen the Council's enforcement capabilities. The vehicle will be equipped with Automatic Number Plate Recognition (ANPR) cameras, allowing it to detect contraventions while on the move. This includes offences such as vehicles stopping or parking on school keep-clear markings, which compromise pupil safety, and vehicles parked on red routes, which disrupt traffic flow and contribute to congestion.

The introduction of mobile enforcement technology is intended to improve road safety, support traffic management, and ensure compliance with restrictions that protect all road users. Unlike static cameras or Civil Enforcement Officers on foot, the mobility of the vehicle will enable wider coverage across the city, targeting priority areas more efficiently and responding flexibly to emerging issues.

Data and outcomes from the pilot will be carefully reviewed to assess its overall effectiveness, including the number and type of contraventions captured, improvements to compliance levels, and the resource efficiency of this approach.

The findings will inform the Council's longer-term enforcement strategy, including whether further investment in additional mobile enforcement vehicles would provide value for money and help to meet increasing enforcement demands across the city.

INCREASED CIVIL ENFORCEMENT OFFICER DEPLOYMENT

Given the rising year-on-year trend in the number of penalty charge notices issued, the Council intends to strengthen its parking enforcement operations by expanding the deployment of Civil Enforcement Officers across the city.

This enforcement strategy will enable the Council to expand enforcement capacity, enhance coverage, and deploy resources more strategically, with the aim of influencing driver behaviour and achieving improved compliance across the road network.

The enhanced presence of enforcement officers is expected to encourage better driver behaviour and support the Council's wider transport and traffic management objectives. This approach will also support locality-based working, allowing enforcement teams to focus on area-specific issues and respond more effectively to community concerns.

MOVING TRAFFIC ENFORCEMENT

Introduction of Civil Enforcement Powers

In 2022, Birmingham City Council was granted powers under Part 6 of the Traffic Management Act 2004 to enforce moving traffic offences. These powers, previously held by the Police, enable the Council to issue Penalty Charge Notices (PCNs) for contraventions including:

- Ignoring 'No Entry' signs
- Making banned turns (left, right, or U-turns)
- Driving in bus-only or taxi-only lanes
- Violating weight restrictions
- Entering pedestrian zones or other restricted areas during prohibited times

These powers of enforcement remain shared with West Midlands Police in Birmingham, enabling both the Council and the Police to enforce moving traffic offences at locations of concern.

Strategic Objectives

Moving Traffic Enforcement (MTE) directly supports the ambitions of both the Birmingham Transport Plan 2031 and the Road Harm Reduction Strategy (2025):

- Reducing Road Harm: Enforcement of moving traffic offences contributes to Vision Zero by deterring dangerous driving behaviours and safeguarding vulnerable road users.
- Supporting Sustainable Travel: By discouraging car dominance and promoting compliance with traffic regulations, MTE fosters safer, more accessible environments for walking, cycling, wheeling, and public transport.
- Improving Urban Efficiency: Targeted enforcement helps reduce illegal manoeuvres and congestion, particularly at busy junctions and near schools.

Implementation and Public Engagement

Following a city-wide consultation in late 2022, over 80% of respondents supported the Council's application for MTE powers. In response, four priority enforcement locations were identified based on public feedback, traffic data, and safety concerns. These sites are being installed in 2025 as part of a minimum 12-month trial. Subject to the trial's success and funding availability, additional sites may be considered in future phases.

All surplus revenue generated from MTE is reinvested into transport infrastructure and road safety improvements, in accordance with statutory requirements.

Monitoring and Evaluation

Birmingham City Council will assess the effectiveness, equity, and public perception of MTE sites through its annual review process. Key performance indicators include:

- Volume and type of contraventions
- Impact on traffic flow and public safety
- Revenue allocation and reinvestment
- Community feedback and engagement

This data-driven approach will ensure that MTE remains a fair, transparent, and impactful component of Birmingham's broader strategy to manage demand to use the city's transport networks, whilst reducing road harm risk.

Birmingham Transport Plan - Neighbourhood Major Schemes (NMS) Programme

Parking Services are actively collaborating with Transport Planning to deliver the Neighbourhood Major Schemes (NMS) Programme, which forms part of the Birmingham Transport Plan: Delivery Plan and is referenced in the Road Harm Reduction Strategy. This ambitious programme divides the city into 20 distinct NMS areas, each earmarked for targeted investment aimed at transforming local streets into safer, healthier, and more inclusive environments.

The NMS Programme is guided by the Healthy Streets Approach, which prioritises people over vehicles, aiming to reduce road danger, improve air quality, and support active travel. The programme also aligns with Birmingham's wider goals around net zero carbon, public health, and inclusive mobility.

Key parking-related interventions

The business cases for the first three NMS areas are currently in development, with several parking and traffic management measures being considered for introduction to support the programme's objectives:

- 20mph Default Speed Limit: A city-wide rollout of a 20mph speed limit on all residential (unclassified) roads and within local centres to reduce traffic speeds and improve safety for all road users.

- Pedestrian Crossing Improvements: Upgrades to existing crossings and installation of new facilities to improve pedestrian safety and accessibility.
- Parking Controls:
 - Footway Parking Removal: Measures to prevent vehicles from obstructing pavements, improving accessibility for all pedestrians, including wheelchair users, pushchair users and those with visual impairments.
 - Residential Permit Schemes: Introduction of controlled parking zones where appropriate to manage demand, reduce commuter parking, and prioritise access for residents.
- Expansion of School Streets: Further rollout of School Streets measures to restrict vehicle access and speeds around school sites during peak times. These interventions aim to:
 - Reduce the risk of road harm and congestion near schools
 - Improve air quality and reduce noise for pupils and staff
 - Encourage walking, cycling, and wheeling as preferred, healthy travel choices.

Strategic Impact

The NMS Programme represents a significant shift in how Birmingham manages its streets and public spaces, guided by the Healthy Streets Approach. By integrating parking controls with broader transport and public realm improvements, the city is working to create neighbourhoods that are much safer, more liveable, and better connected.

Parking Services will continue to play a vital role in supporting the delivery of these schemes, ensuring that parking policies are aligned with the city's transport, environmental, and social objectives.