

Birmingham City Council  
Annual Parking Report  
2014/2015

# Table of Contents

## Introduction

Foreword by Councillor Tahir Ali .....	3
Chapter 1 – About Birmingham.....	4
Chapter 2 – Objectives.....	5
Chapter 3 – Parking Provision.....	7
Chapter 4 – Enforcement.....	9
Chapter 5 – New Initiatives.....	11
Chapter 6 – Future Plans.....	13
Chapter 6 – Financial Information.....	15

## Appendices

Appendix A – Penalty Charge Notice Statistics

# Introduction

## Foreword from Councillor Tahir Ali

Parking continues to be an important aspect of life for people in Birmingham. Whether as resident, commuter or visitor, the need for adequate provision of parking facilities, both locally and within the City Centre, is a priority for people in this City.

With the provision of parking comes the need to ensure that it is properly managed and enforced, in line with the expectations of the public. The safety of people will always be our priority in every aspect of our service. To that end, I will ensure that enforcement of traffic regulation is carried-out in a fair but robust manner, in order to prevent inappropriate parking practices.

One element of our service where I will take a strong approach is assaults on our parking enforcement officers. We have seen an escalation in both verbal and physical attacks on the workforce, who are doing a difficult and demanding job. I will not tolerate this and am committed to using all the powers and influences available to the Council to stop these assaults, and ensure justice is done, where such attacks take place.

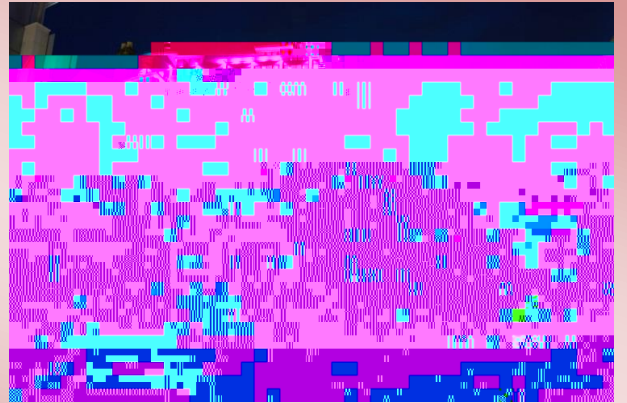
This report provides a brief outline of the services the Council delivers, highlighting some of the work we have undertaken in the 12 month period and how I see the Parking Service developing further initiatives over the coming year. I hope you will find this informative.



Councillor Tahir Ali

Cabinet Member for Development,  
Transport and the Economy

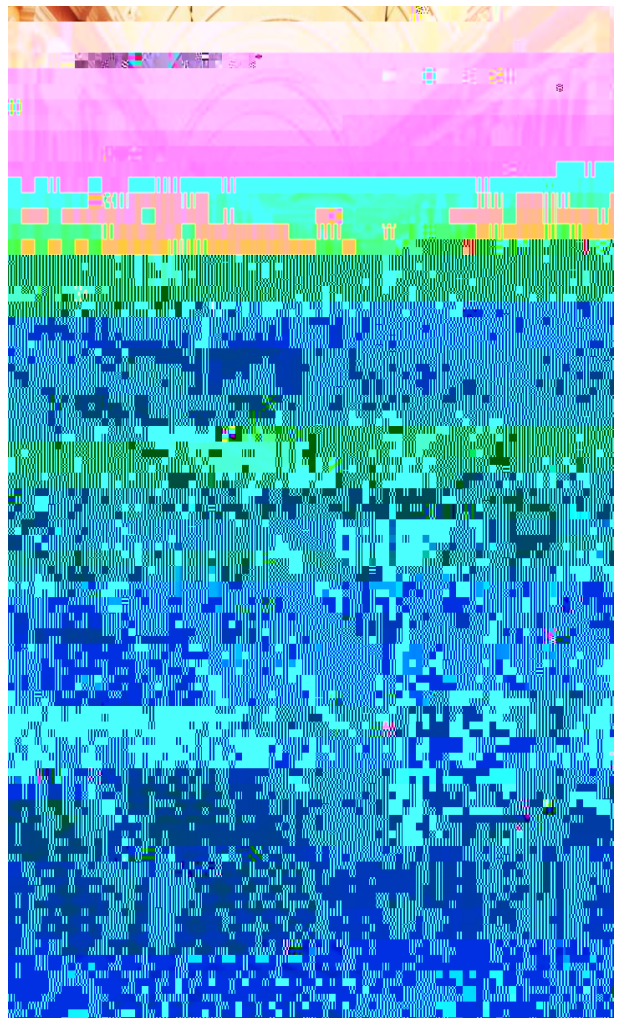
### About Birmingham



Birmingham City Council seeks to tackle a wide range of difficult parking-related challenges which are experienced across the city. These challenges are compounded 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.

Over the last two decades the City's population has been stable (increasing slightly from 1,004,500 (1991 Census) to 1,073,045 (2011 census)). The City's average household size (2.56 people/household) is above the national average (2.36 people/household) according to the 2011 Census. There were around 410,700 households in 2011, an increase of 5% since 2001.

The density of population varies across Birmingham with the most densely populated areas within the inner city areas formed by complex networks of Victorian streets.



### Policy Objectives

The provision and enforcement of parking controls play a key role in supporting Birmingham's transport objectives by;

managing the traffic network to ensure expeditious movement of traffic, including pedestrians and cyclists) as required under the TMA Network Management Duty

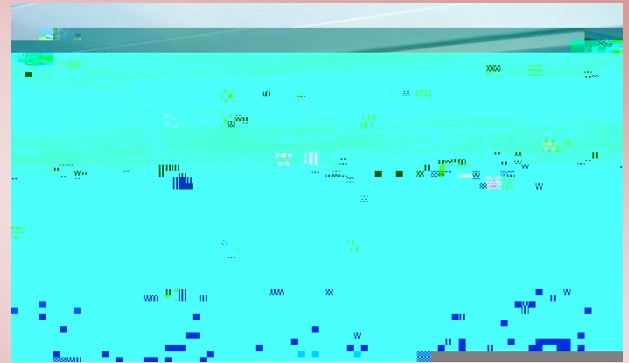
contributing towards encouraging more sustainable modes of travel

improving road safety

Equally, increased on-street parking displacing into inappropriate places can have an adverse impact on road safety, especially for pedestrians and cyclists, with impacts for social inclusion and equality. Inappropriate and obstructive car parking can also have impacts on general traffic congestion, as well as, creating difficult access conditions for and bus services, etc.

The City Council has undertaken a comprehensive review of Traffic Regulation Orders and will continue to review these,

# Parking Provision



### Off Street Parking

The City Council provides and operates a variety of off-street car parks across Birmingham, serving the City Centre, key local centres and major commercial and residential areas.

The operation of car parks in the City Centre consists of the management and maintenance of 7 multi-storey car parks and 23 surface levels car parks. This equates to around 5,300 off-street parking spaces, with a total number of spaces within the City Centre totaling around 30% of the total available off-street parking, when including privately-owned car parks which are open to the public.

### On Street Parking

#### Controlled Parking Zones

A Controlled Parking Zone (CPZ) is an area where all on-street parking is controlled. When you enter a zone there are entry signs to tell you what restrictions apply within it. Parking is only allowed in parking bays and yellow line restrictions apply everywhere else.

Motorists who want to park for a short time in a CPZ can use the pay and display bays. Pay and display bays can also be used by motorcyclists and there are also various on-street parking bays for motorcycles which are free of charge. Within a CPZ permit holders will be able to park in designated permit bays during the hours of operation.

#### Resident Parking Schemes

Parking Schemes are normally implemented where a parking problem is specific to only 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. Resident Parking Schemes do not need zone entry signs and the restrictions are individually signed.

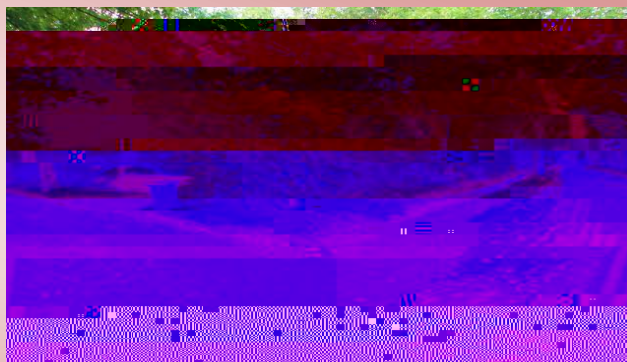
#### On-Street Pay and Display

On-street parking in Birmingham City Centre, the Gun Quarter and the Jewellery Quarter is subject to CPZ restrictions. Where paid parking is required on-street these zones are operated on a pay and display. On arrival at a parking area, (which is marked at either end by a sign), either a ticket must be purchased from a machine and be displayed in the front windscreen of the vehicle at the side, or





## Enforcement



### Parking Enforcement

Birmingham City Council's parking enforcement objectives are to encourage a high level of compliance by motorists with regards to the City's parking controls in order to;

- encourage sensible and safe parking.
- reduce congestion (badly parked vehicles slow down other road users including the emergency services and buses).
- make the roads safer for drivers, cyclists and pedestrians.
- allow buses to operate more effectively.
- allow the Police to devote more resources to tackling crime.
- improve the environment

### Deployment Plan

The daily enforcement deployment covers all areas of Birmingham and there are up to 20 Civil Enforcement Officers (CEOs) deployed on Street at any one time between 07:00 and 23:00hrs Monday to Saturday and between 09:00 and 18:00hrs on

There are specific focus areas in addition to general deployment which are patrolling;

- red routes during the hours of operation to maintain free flow of traffic.
- main arterial routes during peak periods.
- areas where there are a large number of single fronted shops and small businesses where congestion occurs.
- outside schools which have problems with vehicles parking, with a view to educating motorists and deterring vehicles from parking outside school entrances and crossings.

### Abandoned Vehicles

Abandoned vehicles can be expensive to remove, have a negative impact on the environment, look unsightly and can lower the quality of life in neighbourhoods. They can be an aspect of crime, take-up valuable parking spaces and can become dangerous when vandalised or filled with hazardous waste and rubbish. Such vehicles present a risk of explosion or injury and will very often become the object of arson.

By removing abandoned vehicles our streets will look less neglected and less likely to attract other anti-social behaviour. Abandoned vehicles can be reported via the City Council's website.

#### Vehicle Removals

The City Council also provides a vehicle removal

### Ticket machine Investment

We have recently installed 39 new Parkeon Strada ticket machines in the Inner Zone parking area, replacing a total of 73 existing machines. A further 4 machines will be installed upon completion of the New Street Station redevelopment. The reduction in the number of machines is largely as a result of an increase in the number of motorists using the Pay by Phone service.

These modern and stylish machines are wireless-linked to our back office, allowing staff to produce various usage reports, monitor machine reliability, cash flow and maintenance and service calls.



Moving Traffic Offences

It is hoped that in the near future Local Authorities

### Partnership Working

The City Council together with its partner Civil Enforcement and Vehicle Removal Contractors will continue to work in partnership with West Midlands Police and other agencies in joint initiative enforcement operations with a view to making best use of available resources and working toward tackling crime and assisting with tackling threats and abuse aimed at CEOs.

We will seek to expand the pay by phone service

A summary is shown below of income and expenditure relating to parking service activities undertaken as part of the Traffic Management Act 2004.

2014/15	£m
Income	9.0
Expenditure	4.26
<b>Net Surplus</b>	<b>4.74</b>
<b>Use of Surplus</b>	
Part Provision of Off- Street Parking Accommodation	

(figures produced in September following financial year when some cases are still going through the recovery process)			
	2012/13	2013/14	2014/15
Total No. Higher level issued	75,015	71,586	83,306
Total No. Lower level issued	54,851	53,448	56,956
<b><u>Total number of PCNs issued</u></b>	<b>129,866</b>	<b>125,034</b>	<b>140,262</b>
Total number of PCNs cancelled	5,109 (4%)	3,864 (3%)	4,049 (3%)
Total number of collectable PCNs	124,757	121,170	136,213
Total number of PCNs paid	100,603 (81%)	96,518 (80%)	108,356 (80%)
Total No. of PCNs paid at discount	69,181 (55%)	65,603 (54%)	72,586 (53%)