

# Report to - Cabinet Member for Environment

**01 February 2023**

<b>Subject:</b>	Advertising Changes to The Off-Street Parking Places Order and Long Stay On-Street Parking Charges. Consultation Response
<b>Cabinet Member:</b>	Cabinet Member for Environment Services, Councillor Zahoor Ahmed
<b>Director:</b>	Director of Borough Economy, Alice Davey
<b>Key Decision:</b>	<p>Yes</p> <p>Type (b) - an executive decision which is likely to result in the Council incurring expenditure, the making of savings or the generation of income amounting to:</p> <ul style="list-style-type: none"> <li>- £250,000 or more where the service area budget exceeds £10m;</li> <li>- £100,000 or more where the service area budget is less than £10m;</li> </ul> <p>Type (c) - an executive decision which is likely to be significant in terms of its effect on communities living or working in an area comprising two or more wards of the Borough.</p>
<b>Contact Officer:</b>	Assistant Director Highway Services, Robin Weare robin_weare@sandwell.gov.uk

## 1 Recommendations

- 1.1 That representations received following public consultation on the proposed changes to parking charges for off street parking places across the borough and for long stay on-street parking in Wednesbury and West Bromwich are considered following a public meeting with consultation respondents on 1<sup>st</sup> February 2023.



- 1.2 That the following public consultation summary together with any clarifications received at the public meeting are reported to Cabinet with recommendations for a decision.

## 2 Reasons for Recommendations

- 2.1 On the 20<sup>th</sup> July 2022 Cabinet gave approval to advertise changes to the Off-Street Parking Places Order, to undertake statutory public consultation and complete the statutory process to implement the approved revisions to the Order. The changes also included an increase in parking charges which also applied to the long stay on-street pay and display bays in West Bromwich and Wednesbury.
- 2.2 The proposed changes to the Off-Street Parking Places Order and long stay on-street parking bays in West Bromwich and Wednesbury were advertised 18<sup>th</sup> August 2022 to 30<sup>th</sup> September 2022. One hundred and sixteen objections have been received and two emails in support of the new charges. Two emails in support of the new charges have been received.

A petition with 464 names has also been submitted by the Member of Parliament for West Bromwich East. The petition was submitted after the end of the public consultation period but complies with the Council's Petition Scheme. Legal Services confirm that the petition can be considered by the Cabinet Member for Environment as a consultation response in reaching a decision.

For comparison car ownership in Sandwell is approximately 130,000, the population is around 420,000, there are 3,059 council operated car parking spaces in the borough and charges are applied on 2,798 of this total.

### Objections

- 2.3 The objections received relate to the proposed increase of parking charges. These issues have been grouped together under the headings in items 2.4 to 2.24 below. A Council assessment has been provided for each group of objections. A summary of the issues raised is provided in more detail in Appendix A to this report.



## 2.4 Alternative Transport

Public transport is not an alternative option for commuting to work or shopping. The travelling time increases, unreliable service, difficulty carrying shopping, concerns of safety of an evening and the infrastructure needs improving. Those who are required to use their own vehicles for work purposes have no choice but to use the car parks.

### Council Assessment

The proposals encourage the use of sustainable transport alternatives and support the response to the Climate Change Emergency by reducing congestion in and around our town centres and reducing carbon emissions, improving air quality, facilitate more working from home, walking and cycling for short journeys and free up more parking spaces on town centre car parks for short stay shoppers and visitors who contribute to the local economy.

Good public transport options are available particularly in West Bromwich with the Metro, a large bus station with frequent bus services and a rail station within a mile, residential parking schemes, an extensive 20 mph zone, cycling and walking routes. In addition, the Council encourage the use of the [lift share page where people can register to find people to share with](https://liftshare.com/uk/community/sandwell). It's here; <https://liftshare.com/uk/community/sandwell>

All alternatives to car use provide health benefits through active travel. Significant investment in active travel and public transport options continue to be made through £168m 5-year regeneration programme funded by the Department for Transport.

## 2.5 Cost of Living Crisis

Sandwell is an area of deprivation. The increased cost for parking puts additional pressure on finances, people are already struggling and are concerned how they can afford the additional cost of parking.

### Council Assessment

The proposed measures fund the post pandemic costs of the parking service, the provision, operation, maintenance, enforcement of car parks, highway maintenance and traffic management on the network together with the effects of inflation on the cost of the services. The proposals encourage the use of sustainable transport alternatives.



The proposals also provide greater flexibility and choice with options to purchase discounted season tickets that operate on nominated days of the week. This facilitates transport choice to accommodate car use on shopping days and days with multiple destinations. The proposed parking charges have been benchmarked and compared with neighbouring authorities. For the first 3 years the proposed charges are within the range that currently operate effectively in the Black Country. Car park users in other Black Country Authorities have adapted to higher parking charges often through changes to travel choices and daily routines. Neighbouring authorities may consider increasing parking charges in future years to support the common policy objectives of sustainable active travel, climate change, air quality and the associated public health benefits.

## 2.6 Displaced Parking

There will be an increase in on-street parking as motorists avoid the parking charges. Residents already experience difficulties. Those visiting the workplace for a short period or shopping will be make use of the free parking available at town centre supermarkets and other retail areas.

### Council Assessment

New traffic regulation orders will be considered around town centres to prevent the displacement of parking to the streets through the introduction of resident parking schemes supplemented by yellow and red line restrictions where appropriate subject to completion of the statutory process. Where parking is displaced to privately operated town centre car parks, the car park operators would be responsible for charging and enforcement. A number of private car parks already have measures in place to control parking and provide some free short stay parking for customers.

## 2.7 Free Parking or Reduced Charges

Introducing free parking or reduced charges would assist businesses. Other authorities provide some free parking and have vibrant shopping areas.

### Council Assessment

Charging for parking fulfils statutory purposes including, but not limited to, recovering the cost of car park maintenance, parking management, operation and enforcement, implementation of Traffic Regulation Orders, enforcement, demand management and statutory road safety duties.



There are 8 free Council car parks in Sandwell, outside the busier town centres. The use of alternative methods of transport to reduce long stay car use by commuters and workers will help free up more parking spaces on town centre car parks for short stay shoppers and visitors. Free parking is available for Blue Badge holders during the day. Sandwell operates a significant free parking service across all 48 of Council car parks. It is proposed that the free parking service would continue to operate from 6pm to 8am, all day Sunday and two Saturdays before Christmas plus the proposed new concession of free parking every Saturday for Season Ticket Holders.

Around 30% of Sandwell households do not have access to a car or van and consequently the cost of operating and maintaining parking related services is most appropriately paid for by those that benefit from these facilities.

## 2.8 Impact on Town Centre Business

Increased parking charges will have a detrimental impact on businesses, town centre shops and the high street. It will deter people from visiting towns in Sandwell and result in the closure of more shops.

### Council Assessment

The town centres of Sandwell have the greatest demand for parking at busy times together with constraints on the supply of spaces. As outlined in 2.7 shoppers and those parking to access town centres do so for a broad range of reasons, including the quality of the offer. The Council operates 48 car parks across the borough and 40 of these are in town centres where charges provide an appropriate means of demand management. Similar management of on-street parking in town centres includes pay and display parking bays and appropriate parking restrictions.

The realignment of charges to Black Country levels will restrain long stay demand and free up more spaces for customers of small businesses. To mitigate the impact of increased charges a new low cost 30-minute charge is proposed to accommodate short visits to town centres and support small businesses who benefit from passing trade.

## 2.9 Issues for Town Centre Workers and Sandwell MBC Staff

Increased parking charges will have an impact on income. Employees will have difficulty affording the increase especially those on minimum wage and part time workers. Not all employees can work from home and must



attend offices/shops each day. The parking charges in West Bromwich were previously reduced with the view of equalising the cost of parking across the Borough so that staff in West Bromwich were not unfairly treated.

### Council Assessment

Income levels are similar in neighbouring Black Country Authorities that currently sustain much higher charges than in Sandwell. The proposals seek to realign parking charges over the first 3 years within the range that currently operates in neighbouring authorities. Around 30% of Sandwell households do not have access to a car or van and consequently the cost of operating and maintaining parking related services is most appropriately paid for by those that benefit from these facilities.

The proposals encourage the use of sustainable transport alternatives including public transport and car sharing. The proposals are also intended to encourage more walking and cycling for short journeys and journeys to work with associated health benefits.

West Bromwich in particular is served by extensive high frequency public transport links with the largest bus station in the borough, five Metro Stations and a main line railway station within a mile.

#### 2.10 Labour Party Website

The Labour Party Website states "The cost of living crisis is spiralling out of control and people are worried about how they will pay their bills. But it doesn't need to be this way. That's why Labour has a plan to reboot our economy, revitalise our public services and re-energise our communities." Increasing parking charges will not achieve this.

### Council Assessment

The Council is committed to delivering measures that support Council, Regional and National policies through encouraging sustainable transport alternatives to support the response to the Climate Change Emergency by reducing congestion in and around our town centres and reducing carbon emissions, to improve air quality, facilitate more working from home, walking and cycling for short journeys and the associated health benefits of active travel. The proposals will also free up more parking spaces on town centre car parks for short stay shoppers and visitors. The associated benefits of reducing peak time congestion, from traveling to



work by car, will also reduce journey times for business trips, commercial traffic, bus journeys and the delays associated with peak time accidents. These objectives all provide economic benefits based on approved policies that have cross party support in the West Midlands region.

## 2.11 Paying to Attend Work

Sandwell MBC staff oppose the increase in parking charges and having to pay to attend work. Sandwell Council is taking money from employees providing a public service. NHS staff on a low income (some based in West Bromwich) have to pay to park to go to work.

### Council Assessment

The proposals encourage the use of sustainable transport alternatives and facilitate more walking and cycling for short journeys and journeys to work with the associated health benefits. The proposed parking charges in the first three years are within the current range of charges that operate successfully in neighbouring Black Country Authorities. Around 30% of Sandwell households do not have access to a car or van and consequently the cost of operating and maintaining parking related services in most appropriately paid for by those that benefit from these facilities.

## 2.12 Rate of Increase of Proposed Charges

The rate of increase in charges between different season tickets and for different nominated days is not proportionate.

### Council Assessment

The greatest need for realignment of charges is to restrain long stay demand, free up more spaces for customers of small businesses, reduce congestion, encourage cycling and walking and support the strategic response to the declared Climate Change Emergency. It is recommended that this can be achieved through a significant increase in season ticket prices mitigated by reduced rates for parking on 1 to 4 nominated days of the week. The proposed scale of charges is set at rates that escalate moderately with the number of days each week that parking is used. The proposed scales of charges for the first 3 years are aligned with the range of charges that currently operate effectively in other Black Country authorities

## 2.13 Recruitment and Retention of Staff

Increased parking charges will not help with recruitment when difficulties already exist, especially recruiting and retaining social workers. The



proposed charges will not help to retain staff and do not encourage staff to return to the office.

### Council Assessment

One outcome of the COVID 19 pandemic is the much greater use of home working. Consequently, the proposed scale of parking charges introduces new season ticket options at reduced rates for parking on 1 to 4 nominated days of the week.

The availability of alternative forms of transport and reduced-price season tickets for nominated days of the week provides choice and flexibility in travel plans. Most workers that use cars to travel around the borough as part of their job can start and finish from home. Visits to the workplace in these circumstances can be made for shorter durations at lower cost.

The current recruitment and retention pressures apply equally in neighbouring authorities with similar parking charges to those proposed. The forecast economic downturn is likely to rebalance the supply and demand for jobs reducing current recruitment and retention difficulties.

#### 2.14 SMBC Staff Discount for Parking

West Bromwich Street car park, Oldbury is used mainly by Sandwell MBC staff working at Sandwell Council House or Wellman building. Discounted or free parking should be provided for staff.

### Council Assessment

Charging for parking fulfils statutory purposes including, but not limited to, recovering the cost of car park maintenance, parking management, operation, implementation of Traffic Regulation Orders, enforcement, demand management and associated statutory road safety duties.

West Bromwich Street car park in Oldbury provides overflow capacity when the town centre car parks are full. Public car parking is provided on an equitable basis and all users pay the same charges to meet the cost of providing car parks and associated services. There is a support scheme for employees to meet the cost of parking season tickets through salary sacrifice but this does not include free parking. Employees do not pay National Insurance Contributions on the amount of salary that has been sacrificed and because overall pay is lower, they pay less National Insurance on the remaining salary. The Council also offer an interest free loan scheme, to spread the payment over 10 monthly instalments to help employees purchase a season ticket through salary deductions.





## 2.15 SMBC Staff Attending the Office

Not all employees have the option of working from home and must attend their place of work up to 5 days a week. Some of these employees are on the lowest wage and will notice the impact of increased parking charges more than those who can work from home. The cost of the 5-day season ticket increases from £240 to £400 (outside West Bromwich). For staff attending the workplace for a few days a week, the days can vary each week due to the nature of the work or shift work. The season tickets for use on nominated days for part of the week are not viable for staff working in a flexible manner. Unions also asked how many Sandwell employees use car parks on a regular basis, how many season tickets holders there are and what percentage are staff?

### Council Assessment

The proposals encourage the use of sustainable transport alternatives and facilitate more walking and cycling for short journeys including journeys to work to secure the health benefits associated with more active transport choices, reduced carbon emissions and improved air quality.

The proposed flexibility in the availability of season tickets provides greater choice and discount opportunities, to suit the current hybrid working arrangements in place for many staff, that are not available in neighbouring authorities with similar charges. The season ticket options proposed can be efficiently and practically operated and enforced and offer more flexibility than the current charging structure.

The Council provide support schemes to help staff purchase season tickets such as interest free loans and salary sacrifice schemes mentioned in 2.14. The Council provide access to fleet cars for the few members of staff where there is no practical alternative and are exploring options to extend council car availability where necessary.

The number of Sandwell employees using pay and display car parks on a regular basis changes throughout the year, has been variable through the pandemic and has not stabilised post-pandemic. The number of season ticket holders has also varied considerably over the last 3 years for the same reasons. Most methods of payment do not record an employer, so the percentage of season tickets held by staff cannot be determined.

## 2.16 Staff That Work Part Time



Those that work part time and on minimum wage will have difficulty affording the proposed charges. This not only applies to Council staff working in Oldbury but includes those in West Bromwich such as part time shop workers.

### Council Assessment

The proposals encourage the use of sustainable transport alternatives and facilitate more walking and cycling for short journeys including journeys to work with the associated health benefits. Workers have a wide choice of transport options. If travel by car is the preferred choice of part time workers the proposed flexibility of discounted season tickets for nominated days of the week are available to mitigate parking costs and are aligned to current hybrid working arrangements for many staff. The Council also operates a support scheme for those purchasing a bike, along with the promotion of car sharing.

### 2.17 Staff Using Own Vehicle for Work Duties

Those that use their own vehicles for work purposes will find it difficult to afford the increased charges, especially in West Bromwich. Sandwell MBC staff based in Oldbury make regular site visits to West Bromwich. At present they use their own season ticket for Council business, as it is valid in West Bromwich. The new scheme will restrict which car parks can be used. Staff claiming expenses have to wait several weeks for reimbursement. The increase in charges in West Bromwich will place additional pressure on finances for employees until payment is received.

### Council Assessment

A West Bromwich season ticket is valid for use on all public car parks in the borough. Staff have a choice of various modes of transport to get to work on the occasions when they need to visit the office. There is a frequent bus service between Oldbury and West Bromwich as an alternative to using a car. Where there is a service need the Council is also seeking to develop the option to provide a fleet car or vehicle for Council business. A booking system would maximise the efficient use of the fleet car for several individuals each day.

### 2.18 Use of Funds from Parking Charges

Car parks should not be used to raise revenue for other issues around the borough and is unlikely to address the issues claimed. School gate parking has always been a problem twice a day. Council car parks should



require little maintenance and are not well maintained or have minimum maintenance.

### Council Assessment

Charging for parking fulfils statutory purposes including, but not limited to, recovering the cost of car park maintenance, electricity for lighting, business rates, parking management, operation and enforcement, implementation of Traffic Regulation Orders, demand management and associated statutory road safety functions. This would include parking enforcement in front of schools and working with schools to promote road safety and inform parents concerning inconsiderate parking. Public passenger transport projects and road improvement projects are also permitted uses of parking income, if sufficient, after the recovery of parking related costs.

The planned maintenance work on Council car parks is included in Appendix B. Around 30% of Sandwell households do not have access to a car or van and consequently the cost of operating and maintaining parking related services is most appropriately paid for by those that benefit from these facilities.

## 2.19 West Bromwich Charges

The price to park in West Bromwich will be double that of other towns in the borough. It is unfair against those who live and work in West Bromwich. Workers on minimum wage will struggle to afford proposed parking charges. It will have a detrimental impact on businesses and others that require use of car parks in West Bromwich.

### Council Assessment

Good public transport options are available particularly in West Bromwich with five Metro stops, the largest bus station in the Borough with frequent bus services and a rail station within a mile, residential parking schemes, an extensive 20 mph zone, cycling and walking routes. Another transport alternative is car sharing and parking charges can be mitigated using season ticket options that operate on nominated days of the week. All alternatives to car use provide health benefits through active travel. Consequently from 2000 until 2016 West Bromwich sustained parking charges at twice the level charged in other towns in the borough. The higher charges for the West Bromwich zone served to restrain demand and encourage sustainable transport choices. It is noted that proposed charges have been benchmarked.



## 2.20 Zero Emission Vehicles

Not everyone can afford electric vehicles. The biggest issue is the charging infrastructure, there are no electric vehicle recharging points in Sandwell car parks. More people would benefit by including discounts for ultra-low emission vehicles which are more affordable and accessible.

### Council Assessment

Encouraging the use of zero emission electric vehicles will support Sandwell's strategic response to the Climate Change Emergency, reducing our carbon footprint and improving air quality. Priority areas for air quality improvement in Sandwell include town centres such as parts of Blackheath, Bearwood, Oldbury and West Bromwich. Work is underway to install electric charging points at some Council car parks, and on street.

The 50% discount for zero emission vehicles is consistent with the whole life reduction in carbon emissions when comparing the manufacture, use, fuel production and disposal of electric vehicles with those powered by petrol and diesel engines. Electric vehicle technology is progressing rapidly. The scaling up of production including new factories for battery manufacture are expected to reduce electric vehicle costs in the future.

- 2.21 It has been claimed that the new parking charges have not been widely publicised. Also, the consultation paperwork that has been displayed in car parks has not been provided in an accessible manor and for those with visual impairments or those who do not have the ability to break down large portions of information.

### Council Assessment

The changes to the Off-Street Parking Places Order and the on-street Traffic Regulation Order follows a statutory process. The advertising has been in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. This included notices being placed in the Express and Star newspaper, notices placed on car parks and on street in Wednesbury and West Bromwich, information on the Councils website and further information distributed to Council staff by email. For those without access to a computer information was available at the Council House, Oldbury. The minimum advertising period is 21 days, on this occasion the proposals have been advertised for 6 weeks.

- 2.22 Changes being advertised to the Off-Street Parking Places Order includes the addition of Roway Lane car park, Oldbury to the list of car parks in the



order. Objectors raised the issue why the Council was providing free parking at Roway Lane car park, Oldbury.

### Council Assessment

Roway Lane car park, Oldbury is an existing car park in Council ownership and managed by Highways. This should not be confused with the privately owned car park alongside the Roway Lane offices occupied by the Council. The small public Council car park is located at the junction with Dudley Road East, away from Oldbury town centre. The car park has approximately 12 parking spaces. It is proposed to include the car park in the Off-Street Parking Places Order to allow Civil Enforcement Officers to carry out enforcement duties and help manage parking where vehicles are not parked within the marked bays or cause an obstruction.

- 2.23 Questions have been asked if it is possible to introduce a 1-day or 2-day per week flexible option for the season ticket, rather than nominated days (Some bus operators offer this type of ticket). This would help those on minimum wages and shift workers who require a permit but for a different day each week. Also, Council staff who attend the office once a week for meetings but on a different day each week.

### Council Assessment

If travel by car is the preferred choice for occasional visits to offices, the proposed flexibility in the availability of season tickets provides greater choice and discount opportunities that are not available in neighbouring authorities with similar charges and are not currently available in Sandwell. The proposed season ticket options can be efficiently and practically operated and enforced. Complete flexibility would create enforcement difficulties that could be exploited.

## **Support for Increased Charges**

- 2.24 Two emails supporting the proposed changes have been received. These suggest the proposals don't go far enough. Revenue generated from parking should be ring-fenced for the development of sustainable alternatives to private car journeys.

### Council Assessment






Charging for parking fulfils statutory purposes including, but not limited to, recovering the cost of car park maintenance, electricity for lighting,



business rates, parking management, operation and enforcement, implementation of Traffic Regulation Orders, demand management and statutory road safety functions. This would include parking enforcement in front of schools and working with schools to promote road safety and inform parents concerning inconsiderate parking.

Around 30% of Sandwell households do not have access to a car or van and consequently the cost of operating and maintaining parking related services in most appropriately paid for by those that benefit from these facilities. Public passenger transport projects and road improvement projects are also permitted uses of parking income, if sufficient, after the recovery of parking related costs.

### 3 How does this deliver objectives of the Corporate Plan?

 	<p>People live well and age well: The Local Transport Settlement contributes to safe and efficient roads for local people and visitors, and to the health benefits of sustainable active travel.</p>
	<p>Strong resilient communities: Successful communities needs access to jobs, services and facilities to enable them to remain healthy and vibrant. The highway network and sustainable transport measures are an important enabler of this.</p>
	<p>Quality homes in thriving neighbourhoods: Both new and existing residential developments rely on good quality access and links to shops, services and leisure facilities in order for them to be successful. Balancing the demand and supply of parking spaces facilitates this.</p>
	<p>A strong and inclusive economy: The provision of a high quality, well maintained highway network will reduce journey times and improve journey reliability for Sandwell business who rely on it to connect to their suppliers and customers.</p>
	<p>A connected and accessible Sandwell: The provision of a high quality, well maintained highway network and parking is vital to enable Sandwell residents to access jobs, education and services both within and beyond the Borough's boundaries.</p>



## 4 Context and Key Issues

- 4.1 A Cabinet report in July 2022 approved new parking changes subject to the outcome of a statutory public consultation with delegated powers for the Cabinet member to consider any adjustments to the proposed charges at a public meeting to hear representations in person.
- 4.2 Changes to the Off-Street Parking Places Order and on-street Traffic Regulation Order also involves consulting statutory undertakers, emergency services and local ward members.
- 4.3 The advertising of the proposed changes to the Off-Street Parking Places Order and on-street Traffic Regulation Order was completed between 18<sup>th</sup> August 2022 and 30<sup>th</sup> September 2022. One hundred and sixteen objections were received, plus a petition and two representations in support of the proposals.
- 4.4 The review Sandwell Parking Policy was reported to Cabinet in July 2022 to ensure that Sandwell Council can continue to provide suitable, adequate, safe and well-maintained public parking to secure the following objectives.
- To support the response the response to the Climate Change Emergency by reducing congestion in and around our town centres and reducing carbon emissions.
  - To facilitate more working from home, walking and cycling for short journeys and journeys to work.
  - To secure the health benefits associated with more active transport choices and improved air quality.
  - To free up more parking spaces on town centre car parks for short stay shoppers and visitors who contribute to the local economy.
  - To fund the post pandemic costs of the parking service, the provision, operation, maintenance, enforcement of car parks, Highway Maintenance and traffic management on the network.
- 4.5 There are 48 car parks in Sandwell and charges are applied on 40 car parks in town centres, the remainder are free. There are 3,059 council operated car parking spaces in the borough and charges are applied on 2,798 of this total. Out of the 2,798 spaces where charges apply there are only 161 dedicated for short stay use. The remaining 2,637 spaces can be used for both short and long stays.



4.6 Across the Black Country parking charges are £1.80 to £2.10 for 3hrs in Dudley, £1.20 for 2hrs in Walsall and vary from 70p to £1.50 in central Wolverhampton. The current annual rates for a season ticket are Dudley £460, Walsall, £660 and vary in Wolverhampton from £227 to £1080. However, it is noted other Black Country councils have not yet used parking charges as part of the response to recent Government policy and requirements such as the Climate Change Emergency, air quality improvement and modal shift and working from home associated with the emergence from the COVID 19 pandemic. At present Sandwell parking charges are less than half the average of neighbouring authorities and less than a third of the maximum levels that operate in the Black Country

## 5 Alternative Options

5.1 To leave parking charges unchanged is not recommended as it would miss the opportunity to support the strategic response to the declared Climate Change Emergency, would miss the opportunity to make the most of changes in travel behaviour as experienced during the pandemic, would fail to address supply and demand problems, would miss the opportunity to mitigate against the expected exacerbation of demand and associated impacts on safety, the environment, trade for small businesses and local economy and would fail to take the opportunity to encourage working from home and modal shift in transport choice.

5.2 After meeting the costs of parking related services other Highway Services supported by parking income would require subsidising with additional revenue funding meet the costs. Highway Services provide the maintenance, operation and enforcement of car parks, enforcement on street, including around hospitals and schools gate parking, meeting request for new traffic regulation orders, resident parking schemes and if sufficient other costs permitted by the legislation such as public passenger transport schemes and highway improvement schemes. Around 30% of Sandwell households do not have access to a car or van and consequently the cost of operating and maintaining parking related services is most appropriately paid for by those that benefit from these facilities. The proposed increase in charges are consequently recommended for approval without change.

5.3 In response to objections the Cabinet Member has delegated authority approved by Cabinet in July 2022 as follows;





*That the Cabinet Member for Environment be authorised to consider and determine any unresolved objections in relation to Traffic Regulation Order concerning parking charges, arising from the statutory public consultation; and that they be delegated to make any adjustments to the proposals as part of their determination.*

5.4 Such adjustments must be minor in nature to avoid any significant change in the provisions of the advertised Traffic Regulation Order. For example, an option in response to concerns about town centre trade might be to make a 30-minute stay, free for pay and display parking, to encourage passing trade. This not a recommended option however, as it would impact revenue and increase enforcement costs. The total impact is difficult to estimate but could be in the range £50,000 to £100,000 per year.

## 6 Implications

<p><b>Resources:</b></p>	<p>The response to the climate change emergency, impact of COVID 19, greater levels of home working and the modal shift objective for short journeys reduced parking incomes to levels well below the costs of providing the services.</p> <p>The deficit in in 2021/22 was £321,700. There are many variables that will influence future income levels such as;</p> <ul style="list-style-type: none"> <li>• the potential for future virus-related restrictions</li> <li>• future trends for working from home</li> <li>• the extent to which travel choices change</li> <li>• the future viability of town centres</li> <li>• the changing nature of town centre use</li> <li>• the future economic outlook</li> <li>• inflation in the costs of operation and maintenance</li> <li>• comparative cost of car use and public transport</li> </ul> <p>Using mid-range estimates the proposed scale of charges is expected to eliminate the current income deficit to the revenue account that is used to fund these essential parking related services. As a consequence it is also anticipated that sufficient income would be generated to undertake the maintenance work scheduled in Appendix B. In the event that a surplus of income over cost is generated the surplus would be used for purposes permitted by the Road Traffic</p>
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	<p>Regulation Act 1984 such as projects to benefit public passenger transport and highway improvement schemes where revenue budgets are under pressure. Without an increase in charges the Highway Service would require subsidising to balance revenue budgets. Parking services income provides for the maintenance, operation and enforcement of car parks, enforcement on street, including around hospitals and schools gate parking, meeting requests for new traffic regulation orders, resident parking schemes, business and water rates.</p> <p>The future economic outlook is less positive than in recent years with the expectation of significant post pandemic realignment of Government spending and taxation policies together with the effects of post pandemic inflation. The associated restraint in economic growth could offset benefits near term.</p>
<p><b>Legal and Governance:</b></p>	<p>Legal and Governance: Traffic Regulation Orders are made by the Highway Authority under the provisions of the Road Traffic Regulation Act 1984 that includes the permitted uses of income.</p> <p>The Council has powers under the Road Traffic (Permitted Parking Area and Special Parking Area) (Metropolitan Borough of Sandwell) order 2000, to carry out enforcement activities relating to parking contraventions within the Borough.</p> <p>The Road Traffic Regulations Act 1984 and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, applies for parking in car parks and on street parking.</p> <p>Sections 35C and 46A of the Road Traffic Regulation Act 1984 has been amended by the Parking Places (Variation of Charges) Act 2017. The Parking Places (Variation of Charges) Act 2017 requires the Highway Authority to undertake public consultation in addition to publishing and issuing a Notice of Variation under regulation 25 Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.</p>
<p><b>Risk:</b></p>	<p>There are no direct risk implications resulting from the course of action recommended in this report that seek to provide a sustainable solution to parking demand and funding for the service in a way that promotes</p>



	sustainable transport, active travel and mitigates the climate change emergency.
<b>Equality:</b>	By initial inspection it is not believed that this decision discriminates against the protected characteristics. The requirements of the Equality Act 2010 are included in Policy to draw attention to the detail of, and the need to comply with, the Act
<b>Health and Wellbeing:</b>	It is increasingly recognised that an appropriately managed and maintained and up to date sustainable transport provision is needed to support significant economic growth and the associated social well-being benefits. To maximise the benefits of economic investment programmes requires balancing parking demand with supply in a way that encourage active travel and deliver 2030 ambitions. The greater activity levels associated with using sustainable transport options promote healthy lifestyles. The air quality benefits of sustainable transport and reductions in congestion also have health benefits
<b>Social Value</b>	There are no implications for social value directly arising from this report.

## 7. Appendix A

Summary of issues raised by objectors –

### Alternative Transport

- I have looked at car share programmes and public transport options, but due to having to do childcare drop off's before coming to work these options are not flexible enough. I therefore drive into work.
- Alternative transport not suitable for everyone due to the distance and time taken and not safe on public transport if finishing late at night.
- Parking charges is a significant portion of my income. It is simply not feasible for me to conduct my duties on public transport. Public transport network is so woefully lacking. Your plans to price people out of parking are simply unfair when we cannot rely on buses during peak times.
- Staff who live outside the borough only use the season ticket for work. Public transport is not an alternative option and would take longer to travel around borough, leaving less time to complete jobs.
- Live slightly further afield and not on suitable public transport links.



- Myself and colleagues who work on the Astle retail park in West Bromwich will be forced to relocate working away from the area, as public transport is not a viable option and commuting any other way is simply not available.
- Would you really want to be lugging all your shopping on public transport.
- Buses don't turn up due to driver shortages, Metro is constantly broken down and trains are also on strike.
- Risk of public safety on public transport.
- I cannot use public transport I have a toddler and given I would need to catch two trains and still have a 20-minute walk this is not possible for me.
- It will damage employment opportunities as the infrastructure of public transport around the borough is laughable. An example of this is if you need to travel from Tipton to Oldbury you would need to use at least 2 buses so for a working parent who may have to accommodate a school run into their daily working life it reduces the radius in which they can travel.
- The metro is currently totally unreliable and only serves a small percentage of the borough. Train travel is also unreliable and again only serves a small percentage of the borough.
- If the intention is to push people to public transport, then public transport infrastructure and reliability must improve.
- There is no direct bus route, so the route would take me from Tipton to Dudley & then on to Oldbury, a journey time of 49 minutes compared to 20 minutes by car. This will have an effect on my work life balance.
- I would need to catch 2 buses to West Bromwich, being a working mother this would mean I would not get to work on time.
- I do not have the choice to walk to work or get public transport due to the nature of my job.

### **Cost of Living Crisis**

- Significant price increase will place unnecessary pressure on finances in the middle of a cost of living crisis.
- Charges will cause a net reduction in income.
- People that live in the borough cannot afford this.
- The cost of living is already hitting people hard and this increase is not affordable.
- Can't see how increases can be justified in the current economic climate. Not enough reason to warrant these charges.



- People are worried about how they will pay their bills, never mind having to pay extra to park their cars.
- The proposal to increase parking charges is ridiculous. As if people can afford the cost of living as it is. As one of the most deprived boroughs in England, I can't imagine where you think people have got that extra money to pay for parking when the gas and electric bills are so expensive and getting worse.
- Considering that Sandwell is a deprived area I feel the increases are untimely.
- The cost of living crisis is spiralling out of control. Sandwell is one of the most deprived boroughs in England, where are residents supposed to get the extra money for parking.
- I cannot believe that during a cost of living crisis Sandwell Council believe that it is a good idea to target some of the poorest people in society, under the guise of climate change. The truth of the matter is the increase is greed, with no thought for anyone struggling to make ends meet.
- The people of Sandwell are forever made aware of the fact that we are from a very disadvantaged area, and deprivation is increasing at the highest rate since records began.
- With the cost of living increasing and Sandwell being a very deprived area is it acceptable to introduce these prices.
- The cost of living and wages are not increasing the same.
- The increase on the 3 day and full-time passes are astronomical with an increase between 39% and 66% which is well above the rate of inflation and the percentage of pay rise we will receive. The projected increase are even more unrealistic and unaffordable.
- At a time of a cost of living crisis, where a large proportion of households struggling to make ends meet the increase in charges that will be incurred for those people to go to work is uncalled for and quite honestly a total disgrace.
- It is the Local Authority making money from its already stretched constituents in order to offset its previous failings and misspent monies.
- Parking charges should not increase. Cost of living, petrol prices and parking plus the rise in parking charges.
- I buy a monthly pass at £24 with the new proposed charges I cannot afford to use this service anymore.
- For those of you in positions of power in the authority I put it to you that you have no actual experience of having no money. All of these



increases we are experiencing are making everyday life more and more difficult.

- Surely you should be looking at helping the people of Sandwell save money rather than taking more from us.
- These car parks are on tax payer owned land, but you are still expecting the tax payer to pay out yet more money. As with Brandhall green space, Sandwell will not listen to the voices of the people. They as always will steamroller their own agenda.
- The country is in a cost of living crisis and you're answer to this is to raise the parking charges by up to 500%.
- To bring this proposal to Sandwell Council Employees and the local residents, at a time of financial hardship reflects very badly on the councils motives and where priorities lie. Should this come into force, I shall not have the availability of coming into work on a basis I feel required to carry out my job, this will in turn mean I spend more time at home, which will mean use of gas and electricity, of which prices have gone through the roof. Therefore, I will lose out on household income regardless. Very disappointing and saddened.
- As we are currently in a cost of living crisis with fuel, food and energy prices on the rise I am disappointed that these parking charges have been raised and I feel they add more burden to the difficult financial times we are already in.
- Parking charges absolutely stupid, when families can't eat or heat.
- Punishing locals with increased charges to foot the bills for the services listed in this proposal is not good enough, it's mere greed at this time of difficulty when families struggle to feed or pay for energy bills.
- It is extremely inconsiderate and insensitive to the needs and struggle of the locals. It is clearly unjustifiable.
- The National government is trying to help families cope with high cost of living but Sandwell Council is trying to torment its indigenes.
- At a time when gas prices are so high, grocery prices are increasing and our national government are only lining the pockets of the wealthy that our local council (who claim to be working for our benefit) is increasing the cost of an essential service is one kick in the teeth too far. Many of us using the long stay car parks are over a barrel as we have to pay to park to get to work on time due to any credible alternative being available.
- Adding to the burden of the citizens of this area by raising car parking charges.
- In a cost of living crisis where people can hardly afford to put food on the table it seems a little short sighted to put the price of parking up.



- Stress adds more health problems to all people who use these facilities.
- With the living crisis we are currently in I do not know how I would afford these parking charges and fear that I would have to look for alternative employment or even worse local businesses may start to look to move away from West Bromwich town.
- At a time when the cost of living is reaching crisis point I think for an authority such as Sandwell with the demographic it has to even consider such increases in their parking charges is ludicrous and damaging to the borough and its residents and the authority as an employer.
- The basic increase in charges, on a year on year basis, is frankly exorbitant. Sandwell is already a financially deprived area, which will feel the pinch from inflation rises, costs of living crisis's and benefit cuts for a longer period than the average authority. To place further pressures on the citizens at a time like this is, at this level, is difficult to comprehend. I can appreciate prices need to increase, but not at this level and at this time.

### **Displaced Parking**

- With other cost of living increasing and the rate of Inflation I don't think this increase is proportionate. People will start parking in the nearby streets which already have limited parking.
- People will park on residential side streets or shopping centre car parks causing annoyance for rate payers.
- The charges are unlikely to affect people who visit Oldbury or town centres merely for shopping or libraries as they will use the free parking.
- A lot of staff now only come into the office a couple of days a week and no longer use the car parks and use Sainsbury's and Next Car parks or use the side streets in Oldbury.
- I rely on my vehicle to drive to work and so am not left with many options other than to either pay to park or park on a nearby street and walk.
- Awful idea. You're just going to force people into using the free car parks located in the nearby supermarkets in places like Oldbury and Blackheath.
- Will not be able to afford the permits meaning staff will have to find parking outside the town causing congestion on residential roads.
- The proposed parking increase is going to have a bigger impact on people parking their cars in Dagger Lane and surrounding streets. We already can't park outside our homes due to people visiting the park,



hospital staff and visitors, New Square etal shoppers, the primary school and people who park on the street who have lost their spot to others who can't park their cars!! people don't want to pay the low price to park. put prices up and we suffer more.

- Over the last two years more and more cars are being parked on my estate and the drivers of those cars are walking into the town to get to work as they are unwilling to pay to park.
- Since the introduction of car parking charges on the West Bromwich Street Car Park, a lot of staff took to parking in the neighbouring streets rather than pay the parking charge. This resulted in cars half parking on footpaths, making it difficult to walk past, especially if a person had a child in a pushchair.

### **Free Parking or Reduced Parking Charges**

- Parking should be free. Wolverhampton have a number of free car parks. More shops would be open instead of empty units everywhere meaning you would get the business rates.
- Parking charges should be capped at 50p for two hours during the cost of living crisis.
- Keep existing charges or drop the fees altogether.
- If 2 hours free parking was available for all car parks, this would generate considerable more customers to local shops.
- You state that you are bringing charges in line with the rest of the Black Country - parking is free in Bilston, Merry Hill, Castle Gate and 2 hours free in Walsall.
- I cannot think of any person/member of the public who would choose to take advantage of any of the so called periods of free parking listed – overnight after 6pm, Sundays and two Saturdays before Christmas.
- A simple compromise would be three hours free, (like morrisons) benefitting local business and competing with private retail. But workers, tram users, residents and pool cars would pay the fees.
- Why not do what Dudley do and have free parking in town, you dress it up as a charge to improve things, and to be fair you just waste it on things, look at what you did to Carter's Green absolute joke !
- Many Dudley borough car parks provide a free 2 hour stay. The proposal does not fall in line with this.
- Other Black Country Boroughs like Dudley has offered parking in their car parks free of charge for many years now, even before the pandemic. Therefore to say you want to bring Sandwell to the same level with other Black country Boroughs by increasing parking charges is questionable.





- Free parking for blue badge holders is not a point to include, isn't this standard anyway? Plus this may increase the number of fraudulent users of blue badges.
- Free parking would revitalise town centres and vastly increase the level of business for the small and large retail outlets and leisure activities. All of this would in turn increase revenue income for the local authorities, a win win' arrangement. The council should stop thinking like tax collectors and start thinking like business managers.
- I don't know about the whole of the borough of Walsall but I think far more free parking in smaller towns and my local town Bloxwich has a vibrant shopping area including free parking with a market and a wide variety of retail and food and drink offers and community facilities such as a library and churches. This seemed a contrast to Oldbury where I attended daily for work for 6 years until the pandemic and the areas closest to paid car parks never seemed very vibrant and busy.
- You say to bring you in line with other authorities? Dudley MBC offer 2 hours free parking a day, perhaps add this to Sandwells car parks also to encourage people back to the high street.
- I'd like to see the opposite, free parking in most places for at least 30 minutes so we can run errands without it becoming a question of "eat, heat or park" rather than just the current "eat or heat".
- The West Bromwich Street car park is mainly used by Sandwell Council staff, as most locals visiting Oldbury park on Sainsburys' car park whilst they shop in Oldbury, which is free, or the opposite retail park, & most do their shopping within the allocated free period of parking. Why would visitors to Oldbury pay to park on West Bromwich Street & carry shopping to the car park?
- The free parking on Sundays and Saturdays at Christmas is of no real benefit to me or shoppers coming to Oldbury as there is not a lot open unless you are going to Sainsburys or the retail park where it is already free parking for a few hours anyway.

### **Impact on Town Centre Business**

- Parking charges are bad for business and not just Sandwell.
- Will put off people visiting Sandwell towns. There isn't enough in the town's already to entice people to visit.
- It will kill off towns.
- This is the best way to kill the High Street.
- Consider why local shops are being closed and town centres deserted.
- Charges like the ones you are proposing are killing off high streets and local businesses up and down Britain. I personally never pay to park



to shop. If a shop wants my custom then it shall either provide it for free or position itself somewhere that's does.

- This will also deter shoppers to go into our towns to shop and would just go into Birmingham or Merry Hill.
- We have little enough to entice people to our towns and these charges will deter even more. Too big a rise each year.
- Parking charges in Sandwell are disgusting and has led to the demise of small towns like Wednesbury.
- Will not revitalise any of the Borough's ailing towns.
- Towns are already becoming ghost towns with shops closing it will just make the situation worse.
- Town centres are dying, bigger shops are staying away because people will shop where its free to park.
- People will shop elsewhere with free convenient parking.
- You should be encouraging people to our towns, parks and other areas of interest not discouraging.
- The more you increase charges the more people will avoid using carparks. Resulting in less money raised.
- The current plans will lead to a decline in revenue for council.
- Perhaps councillors should visit Bilston which has a thriving high street, two markets with all stalls filled and no car parking charges. It is where I go for my shopping now, I can get everything I need and don't have to pay to park.
- Bilston, do not charge for parking and have a thriving town centre and market. Sandwell have dying town centres and markets. Most are surrounded by private retail parks with free parking.
- Bilston has free parking I'll be spending what little money we have left there!
- Small businesses should be helped not used as cash cows.
- Charges should be scrapped. Local businesses are struggling as are ordinary people.
- Raising car parking fees will not revitalise any of the Borough's ailing towns.
- The proposed parking charges are ludicrous and totally unaffordable and will be increasing well over 300% and I fear it will kill off local businesses.
- It is totally disgraceful to even consider these increases. The charges should either be reduced or scrapped altogether, then West Bromwich Town centre may thrive again, instead of the frightening place it has been allowed to become under Sandwell Councils watch.



- Over the years business has declined in Wednesbury town centre, now with restricted on street parking it is making it worse.
- All day parking every day for work results in break-ins from the large amount of drug users, who see the cars left all day.
- By doubling the charge to stay all day and shorter times you are going to send people away from the town. Many workers in the town are on minimum wage and as people in general are struggling with costs of living they will go elsewhere with free or cheap parking. It doesn't make sense to make improvements to a town and then prohibit people coming in with extortionate parking charges.
- You will drive people out of the town and to look for work in other places.
- You are going to make people think twice about visiting town centres and reduce foot fall in the shopping areas.
- Sandwell town centres and shops are becoming decimated and this decision will only worsen the situation.
- We are told that people should return to their offices and support local businesses, but these charges are going to have the opposite effect, people aren't going to pay to go to an office when they can work from home and achieve the same.
- Charging for car parking is a major deterrent to people wanting to shop in a town centre as it is quite rightly seen as a money grabbing exercise and it has been and still is the main cause of the 'Death' of town centre shopping 'Footfall' and the demise of the small retail trade.
- Leaving the charges at 40 pence per hour would have been a message to the public that the Council wanted people to use local facilities instead of driving them out of town centres. When the large supermarkets and retail parks can offer free parking it is little wonder that people will choose to shop there rather than in local town centres where they are charged for parking.
- Common sense tells you people will not pay that kind of fees for shopping local.
- More people working at home reduces local trade in centres such as Oldbury and West Bromwich.
- Counterproductive, if people can park cheaply in towns then this encourages people to shop there which encourages shops, economics 1-0-1 (look at merry hill).
- What would be a huge help to the local economy, is to do what so many other towns do - free parking after 3pm near towns and free parking on Saturdays. This would encourage people to pop into town



for provisions during the week- not just the local 'free' supermarket and would encourage more shoppers to head to the towns on a Saturday.

- Car users are continually punished for wanting to or needing to use their cars and are all too often seen as an easy target to raise revenue. This isn't just about raising revenue for the council, especially if you have shopping centres dead on its knees and people choose supermarkets, Merry Hill and the Bullring as better options.
- We generally go to Halesowen/Dudley who still have many places with free parking. Sandwell in general needs as many incentives as possible to get people into towns and challenge Internet shopping and social disconnect.
- You may force people to access services in the evening to avoid the parking charge, which will put more pressure on businesses to stay open later, costing them more.
- You've also said "this will help local business" etc without mentioning how. I can only presume you've made this up. Please add some detail into the proposal. There's also no detail about why this is needed beyond "to bring them into line". Why do we need to do that? Surely each carpark has a funding requirement? Are they not meeting them? Show us the P&L for each site otherwise how are we supposed to make an informed decision.
- Blackheath as a town is nowhere near as busy as it used to be and using a broad-spectrum approach against all Sandwell carpark will push more people away. Blackheath has a very limited variety of shops people will opt to go somewhere with a better variety or with free parking which is available in Oldbury less than 10 minutes away. You should focus on finding ways to encourage people in not giving them more reason not to come.
- West Bromwich town is starting to come back to life after years of businesses closing down and Covid lockdowns. We should be encouraging businesses and people into our town not discouraging them.
- This will be detrimental to all of the town centres across the borough. People will look at shopping on line and at corner shops the latter is particularly damaging as these small convenience stores often inflate prices and rely on the less well off in the area. It will also make prospective businesses evaluate the effect parking charges have on footfall and therefore reduce investment into new businesses.
- This increase will only serve to stop people visiting the local town centres, thus harming the local economy.



- Why put charges up when the car parks are virtually empty surely reduce the charges and probably more people would use the car parks.

A letter addressed to Councillor Carmichael has been received from West Bromwich Business Improvement District. Issues raised cover –

- Following the disclosure of new parking charges to be introduced into the town. We have some major concerns about this.
- In our BID area we have many businesses that are paying a bid levy, the majority of which are small independents and some nationals.
- The BID also has a large number of employees based in offices who rely on council car parking, as some on-site parking is limited.
- This is causing a huge amount of consternation for them as individuals given the current economic climate, and obviously for businesses trying to support their staff.
- Concerns has been raised from all the businesses with the impact of the planned increases deterring shoppers and recreational visitors from coming into West Bromwich Town Centre.
- We understand that parking charges have not been reviewed for some years. However, the country is now experiencing a financial crisis that will impact on every household throughout the UK. The announcement to bring in the increased charges are in our opinion badly timed.
- The anxiety levels of many business owners are probably at an all-time high and business support would be more welcome than additional costs to the very people they look to in order to make a living.
- We would urge you to reconsider the impact this could have on our retailers and shoppers should your proposal go ahead. We would prefer a phased increase be considered over a period of time if any inevitably have to be made.

### **Issues for Town Centre Workers and Sandwell MBC Staff**

- Front line staff worked through the pandemic and remained in their posts not working from home. A car was a necessity. They are now being targeted unfairly with new charges.
- Staff who kept Sandwell going throughout the Pandemic are asked to pay again for the privilege of working for SMBC.
- Sandwell MBC staff, many of which were working in council buildings throughout the pandemic, currently pays £240 per year to park this will rise by 66% to £400, and to £600 per year by 2027. If the staff member works in West Bromwich, the 2027 figure will be £1200.



- It is becoming increasingly difficult for people to be able to afford that cost to come to work.
- It Increases financial inequality between those who have free parking at the council house and those who have to pay for parking in the long stay car parks
- Will encourage people to work from home even if this isn't in the best interests of the 'business'.
- The majority of people who park on the long stay West Bromwich Street car park, Oldbury are Sandwell MBC employees. The proposed increases in parking charges will directly affect those staff. The car park would not attract shoppers or any other members of the public to park when there are other car parks nearby offering free parking for shoppers up to 3 hours.
- The proposed charges are a total 'slap in the face' for all Sandwell employees currently working at the Council House Oldbury.
- You are already making money from the very people that are working for you. To increase this charge to further line pockets of budgets of projects and/or operations that are not impactful is just greedy.
- Whilst capping or implementing a real term pay reduction you are increasing fees by nearly 50% in year 1 and this will increase further over coming years. People are not able to afford that cost to come to work. It is just ridiculous.
- I do not think it is acceptable to increase the car parking for staff as we are already having to work from home where we will have to pay for increased energy bills as we will have to have our heating on for longer, and its not like we get paid extra for this.
- In April 2022, a pay increase has been promised amounting to 4.6%. The proposed charges in 2027, is 95% higher than what they are now, seems unfair to double the car park charges.
- As a council employee, the increase in parking will negatively impact earnings.
- Staff who paid for a 12-month season ticket were not refunded when having to work from home during the pandemic. Out of a 12-month season ticket £140 was lost by staff which should have been refunded.
- Staff at the Council House or Wellman Building use West Bromwich Street Car Park daily, Monday to Friday, in order to work. This car park is labelled as a 'Public Car Park'. What other members of the public use this car park?
- I will be requesting a work from home role from my employers as I simply cannot afford the increase.



- This could disadvantage shift workers who can only access services during the day and are usually paid less.
- For someone who works for Sandwell in Oldbury if I have meetings in West Bromwich I will still have to pay for parking, even though I'd be paying for a 5-day pass.
- As an employer Sandwell is clearly expecting its front line staff who have to either attend the office or travel the borough to meet these costs which over the space of 3 years more than doubles – they will not see a 100% rise in incomes so in real terms this could equate to a pay cut.
- It appears that if you work for Sandwell Council & drive into work, you are being penalised for this in order that staff can provide Council services for the public.
- I appreciate that more people are working from home reducing the revenue gained from the previously over subscribed car park in Oldbury and I am sure this is replicated across the borough but to what looks to be penalising those staff that do/will still have to use these facilities is not the way to go.
- Many members of Sandwell Council's own staff rely on SMBC car parking to do their jobs. This could be front line staff having to work in the office when required, or staff working in the community. To increase charges on these staff is effectively as discriminatory cut in earnings, compared to those that will not face these charges.
- The pay of many workers in both the private and public sectors has not kept pace with inflation over many years and so such big increases in car parking charges will make them more squeezed and give them less money to spend to the detriment of the local economy.
- We are concerned that the proposed cost increases against the backdrop of a rising cost of living will create an additional barrier to the vital work undertaken by social care staff.

In relation to Sandwell MBC staff –

A letter of objection addressed to the Cabinet members has been received from UNISON. The issues raised cover –

- Disappointment that the trade unions needed to request consultation.
- The proposed increase in parking charges is of extreme concern to our members/your staff, particularly given the cost-of-living crisis.
- The proposed increase in annual car parking tickets for car parks will hit our members hard.
- Has a disproportionate effect on staff required to be physically present to undertake their duties.



- The rate of increase at 67% for 2023 and a staggering 150% increase by 2027 is an unjustifiable increase.
- The proposed increases for car parks in West Bromwich are simply unbelievable.
- The proposed increase in fees for annual parking passes from £240 to £800 in 2023 represents a 333% increase! By 2027, when they reach an unbelievable £1200, it equates to a 500% increase.
- These proposals will result in staff not paying to park as they are unaffordable, therefore you will lose revenue from parking.
- When the £240 parking fee was introduced across the Borough it was done so with the view of equalising the cost of parking across the Borough so that staff in West Bromwich were not unfairly treated. These proposals bring back this unequalness.
- The proposed increases in annual passes percentage wise is proportionately far greater than the increase in daily fees and therefore penalises those staff that must attend their workplace every day.
- The Council House remains half empty and such proposed increases in parking can only empty it further.

UNISON urges Sandwell's Councillors to:-

1. Reconsider the rate of increase for annual passes.
2. Reconsider introducing even higher charges for West Bromwich.
3. Consider a significant discount for your staff if these go ahead.
4. Encourage the use of electric vehicles across the Borough by making them free to park, thereby promoting the aspirations of Sandwell's green agenda.

A letter of objection addressed to a ward member has been received from GMB. The issues raised cover –

- Disappointment that the trade unions needed to request consultation.
- Proposals affect our members and it is disappointing that Officers initially ignored the trade unions from any consultation process.
- The proposed increase in parking charges is of extreme concern to our members/your staff, particularly given the cost-of-living crisis.
- The proposed increase in annual car parking tickets will hit our members hard.
- It has a disproportionate effect on staff required to be physically present to undertake their duties, or where their home situation is not suitable for home working.





- The rate of increase at 67% for 2023 and a staggering 150% increase by 2027 is an unjustifiable increase and we strongly urge you to reconsider.
- The proposed increases for car parks in West Bromwich are simply unbelievable.
- The proposed increase in fees for annual parking passes from £240 to £800 in 2023 represents a 333% increase! By 2027, when they reach an unbelievable £1200, it equates to a 500% increase.
- The proposals will simply result in staff not paying to park as they are unaffordable, therefore you will lose revenue.
- When the £240 parking fee was introduced across the Borough it was done so with the view of equalising the cost of parking across the Borough so that staff in West Bromwich were not unfairly treated. These proposals bring back this unequalness.
- The proposed increases in annual passes percentage wise is proportionately far greater than the increase in daily fees and therefore penalises those staff that must attend their workplace every day.
- The Council House remains half empty and such proposed increases in parking can only empty it further when the residents of Sandwell want Council services to return to being as responsive as pre-pandemic.

GMB urges Sandwell's Councillors to: -

1. Reconsider the rate of increase for annual passes.
2. Reconsider introducing even higher charges for West Bromwich.
3. Consider a significant discount for your staff if these go ahead.
4. Encourage the use of electric vehicles across the Borough by making them free to park, thereby promoting the aspirations of Sandwell's green agenda.

### **Unions Collectively asked**

How many cars the free car park holds at Roway Lane?

The number of employees who use the car parks on a regular basis?

How many season tickets holders are there and what percentage of the season ticket holders were staff?



## **Labour Party Website**

- Sandwell MBC is supposed to be a Labour Council. From the Labour Party website - "The cost of living crisis is spiralling out of control and people are worried about how they will pay their bills. But it doesn't need to be this way. That's why Labour has a plan to reboot our economy, revitalise our public services and re-energise our communities."
- Raising (not updating as stated) car parking fees is not going to achieve any of the above.
- Raising car parking fees is not going to achieve any of the above, and it most definitely will not revitalise any of the Borough's ailing towns. It will push people away.
- At a time when the cost of living is spiralling, prices are rocketing and a significant degree of profiteering is taking place, it's very disappointing to see Sandwell Council appearing to be 'jumping on the bandwagon', and doing this. I thought Sandwell MBC was supposed to be a Labour Council?

## **Paying to Attend Work**

- It is outrageous having to pay to park to come to work.
- The parking charges that I pay are for the long stay car parks, of which I mainly use the West Bromwich Street Car Park and this is to come to work, the very fact I have to pay for parking to come to work, in a public service job is in itself a disgrace at the current cost. To increase this further by nearly 50% in year 1 (further increasing over coming years) is outrageous! You are already making money from the very people that are working for you, to increase this to further line pockets of budgets is just greedy. This is in the middle of a cost of living crisis and meanwhile capping or implementing a real term pay reduction.
- I feel sorry for all those working in the council house having to pay to work.
- I work for Sandwell Council and find it disgusting that we have to pay to park at work.
- Why should we have to pay to come to work.
- I pay for a pass which I must say I do so begrudgingly as I feel I am having to pay Sandwell to come to work and use their car park. I have been doing so for a number of years as that is what I was made to do.
- I don't know of any other council workers who have to pay to park to come to work.
- Parking should be except to council workers who do not have the opportunity to work from home.



- Parking costs for employees of Sandwell engaging in their day job should be discounted when parking on SMBC sites attached to their work place.
- NHS staff on a low income have to pay to go to work.

### **Rate of Increase in Charges**

- The proposed 5-day annual permit will be £400 and a 1-day annual permit £40. A 5-day permit will only be used 5 times more often than a 1-day permit, why would I be expected to pay 10 times the relevant fee? How do the two equate? The two fees are disproportionate.
- Season tickets don't seem to make sense in how the payments rise. If you need more nominated days it costs you more and I thought it would be less.
- I would have expected the cost in 2023 of a 2-day ticket to be 100% more expensive than a one day ticket and yet it appears to be 150% more expensive. By the time you get to 5 days, it is double the cost of 5 x 1-day tickets. There is no consistency in the following years.
- The increase in the pass is not proportionate the cost of the 3-day pass is double the cost of a 2-day pass but you only get 1 extra day.
- It is all very well comparing parking charges to other local authorities, but Sandwell should do what is right for their residents, visitors to Sandwell, Sandwell Council employees, etc. regardless of what our neighbouring authorities are doing.

### **Recruitment and Staff Retention**

- Sandwell Children's Trust are struggling with recruitment and retention, the cost and increases of paying to park at the workplace are another barrier to the staffing issues.
- The Senior Management Team at Sandwell Children's Trust are trying to encourage staff to return to the offices and have face to face time with colleagues in order to build staff morale. This is an effort to improve retention and relationships. These increases in parking charges are likely to be a barrier to staff coming into the office.
- Staff retention at the Trust is a worry and I feel that imposing further charges is only likely to deter staff from joining us, or encourage those on the fence already, to leave.
- Staff who work agile in Oldbury not all of them have fixed days so unable to purchase Season Tickets. Would it be possible for staff to pre-purchase days at a discounted rate?
- Increased parking charges will disincentivise staff to attend the workplace when required.



- As Sandwell (in particular Sandwell Childrens Trust) are struggling to employ and retain staff, these proposed changes to fees will further hinder recruitment and retainment; at a time where there is so much bad press about Sandwell in general (scandals and corruption) prospective staff will not want to pay £400 (in yr1) just to be able to attend the office! Much less have that cost increased at a rate higher than inflation over the next 5 years.
- Fuel costs and rates of inflation have made an already expensive journey more costly but to increase the parking charges as well, I would have to consider whether I could sustain the cost in comparison to what I earn.
- The proposed increase will deter employees attending their place of work, reduce moral and productivity and thus impact the councils workforce and public perception negatively.
- Sandwell MBC staff should be encouraged to return to work.
- The new charges do not encourage employees back to work following the pandemic, instead it encourages more employees to stay at home to avoid the parking charges. In the long term this is not good news for productivity.
- These charges are putting myself and other lower earning staff further into poverty. I would be left with no alternative other than to find new employment closer to home.
- I manage a front line service for SMBC my team have not had one day down time throughout the pandemic and beyond. They have had to manage a larger work load administering grants and dealing with very distressed residents and have recently had to return to the office. With the increase in fuel and now these proposals this has had an impact on morale and could I firmly believe in highly skilled staff that take 2 years to train in looking for employment potentially with other local authorities where they can continue to work from home or have higher incomes to accommodate any potential parking charges they have to meet.
- I believe that Sandwell Council has often struggled to recruit key workers such as social workers and so any increases in parking charges anywhere in Sandwell may make it more difficult to recruit and retain such workers.
- The attraction and recruitment of social workers is a national challenge, proposals like this will deter prospective employees from considering Sandwell, particularly when our neighbouring borough offers free parking for the first two hours in their public car parks.



- This will definitely impact on our staff recruitment and in addition to this you will have to plan in advance what days you will park. Even if staff could afford this it will not meet business need as there needs to be flexibility.

### **Staff Discount for Parking**

- West Bromwich Street car park, Oldbury is used almost exclusively by Sandwell MBC staff working at Sandwell Council House, there should be a provision for Sandwell MBC staff to receive a 50% discount for their parking.
- There should be pass for council workers so they don't have to pay parking charges, as they are just making their way to work and have nowhere else to park. It is like they are paying to come to work.
- I think the parking charges should be free or discounted for staff working for the council or the trust. I don't think it's fair to have to pay to park outside our office.
- It may make it more desirable for people to work for Sandwell if we were able to have free parking.
- I understand there is a charge for maintenance of car parks, but as West Bromwich Street is primarily used by Sandwell Council Employees, then this car park in particular should have reduced fees to say £150.00 per year with the stipulation that the West Bromwich Street pass would only be valid for that car park & for the period Monday to Friday.

### **Staff Attending the Office**

- Staff have no option to work from home and attend the office 5 days a week. Some of these workers are on the lowest pay and will be paying the most (up to £600per year in 2027).
- Not everyone can work from home, these charges are disproportionate and favour those working from home.
- We are paid at the lowest scale and cannot work from home. I must attend work 5 days a week and will need to buy a monthly pass. The increased charges are outrageous and should not go ahead, as the cost of living rises, and this only serves to penalises the less fortunate.
- Myself and my husband work for the council and have a full time pass between us, currently about £240, if we maintain a full time pass moving forward the cost doubles and more moving forward which is an absolutely ridiculous cost when you consider until a few years ago the car park was free to park on.
- It will discourage staff from voluntarily attending the office on a regular basis.



- The substantial increase in charges against the background of the cost of living crisis seems very unfair for those staff who do work a number of days in the office and are unable to work from home.
- For someone who works 5 days in the office it is a substantial increase in 2023 and more than doubles their costs by 2027.
- It Increases the financial inequality between people who can work at home and those who have to or prefer for efficiency/ management reasons work in the office.
- The charges appear to be a penalty on the people who are expected to go into the office on a regular basis as opposed to the people who work at home.
- Not everyone can work from home, these charges are disproportionate and favour those working from home.
- No option to work from home so having to purchase the full-time permit as I have to come into work every day.
- The parking charges effectively means a cut in pay for primarily the council staff who work in the office as opposed to those who don't.
- An integral part of the role of our staff (Sandwell Children's Trust) is to visit Trust and partner sites as well as children, young people and families throughout the borough of Sandwell, often necessitating the use of public car park spaces. The ambiguity around the proposals for West Bromwich are causing concern amongst staff with the perception that they will potentially need to spend £180 per month (in 2027) to be able to carry out their duties across the borough.
- As an organisation we promote a flexible approach to work, with the expectation that staff spend around three days 'in the office'. Due to the nature of our work, these days will vary from week to week so the 3 nominated days/week permit will not be a viable option, further disadvantaging those employees that work in a genuinely flexibly manner.

### **Staff Working Part Time**

- It is appalling that parking fees for employees who work at Sandwell Council House are increasing from £25 per month to £40 per month. My husband, who works part time can hardly afford to get to work as it is with increasing fuel costs. Proportionately, he will be far worse affected than highly paid staff which is very unfair.
- The rates of increase are unacceptable. I work 16 hours per week and live outside the borough, so have a 20-60minutes commute (traffic dependant).
- I only work part time and travel in from another borough.



- I have no choice but to park on car park in Oldbury. I work part time and if these charges go ahead it will take a big chunk out of my wages.

### **Staff Using Own Vehicles for Work Duties**

- I currently work 3 days in the office and pay £14.40 for a part time pass which can be used on any long stay car parks. The new charges will be £20.00 a month only for car parks outside West Bromwich.
- Staff based at Oldbury have to visit West Bromwich, which can be 10 times a month. Staff can claim back parking fees for work purposes but will out of pocket for several weeks until payment is reimbursed. This is not an issue at present where the season ticket covers the whole borough.
- The current parking passes allow me to park on any long stay car park without any additional cost, however your new scheme will restrict which car parks I can use.
- This is additionally difficult for people who use their cars for council business including “Casual” car users, some of whom have to go out to site every day in order to carry out their work effectively.
- If these charges are increased it will cause financial difficulties. I need to park in the Oldbury carpark as I work for Sandwell Children's Trust. I have to use my car for work.
- A car is also required for carrying out the nature of my work. Will shared vehicles become available to carry out council business should we be unable to afford the increased parking charges? Will employees be supplemented in any way? Adding to this. I believe it has been a long time since mileage claim charges has been altered. Will this also be altering in line with proposed changes to parking charges?

### **Use of Funds Raised from Parking Charges**

- Parking has and always will be a problem twice a day outside schools. Money raised will not solve this problem and could move the problem elsewhere.
- Mention of school gate parking problems, how will this be achieved? Behind provision of double red lines there isn't a practical solution. This should fall to schools to deal with. Particularly those academies that earn and receive funding.
- The consultation says that it is to support a number of identified projects including school parking, having worked in Sandwell for a number of years I can assure you that there has been no improvement in the areas mentioned. This increase in parking charges is unlikely to



support this either and I do believe that this is known but the increase in parking charges is a way of bolstering other budgets misspent.

- There is enough money in our council tax to subsidise.
- Once a car park is built there's very little maintenance required.
- I do not see much in the way of revenue being spent on maintaining West Bromwich Street car park, Oldbury and this has been the same case for at least the last 10 or so years.
- West Bromwich Street car park, Oldbury is not well maintained with debris and a lot of the planting and trees are overgrown and cause issues.
- What we pay now is too much, overgrown bushes, poor maintenance, leaves on steps, yellow markings on edge of steps changed to white making it hard to see when snows.
- The money made from car parking does not seem to have improved the car parks, where has the money therefore been spent up to now?
- Maintenance of car parks is already to an absolute minimum, where is the proposal set out to how this will increase and benefit? Will security be increased? No mention of increased spend on items such as public transport, cycle lanes or highways.
- Car parks should not be used to raise revenue for other issues around the borough such as provide new parking restrictions, tackling school gate parking and providing related services. This is totally unfair on employees who already have to pay to park to work at the Council House.
- The examples: *maintain car parks, provide new parking restrictions such as residents' parking schemes, tackle school gate parking problems and provide related services*, none of these matters are being addressed and therefore the increase in charges is again not likely to make any difference.
- It would be good if the fees were used to provide advertising on the car parks of what the town centres had to offer or sponsor local intown events.
- You say that the increase is to help maintain the car parks and make it easier during school times but as the cost of living has increased quite dramatically the public will refuse to use the car parks allocated and park on the double yellow line more so than normal creating additional chaos.
- Mention of aim to improve air quality, has a report been published outlining current air quality monitoring results? Are there strategies and or proposals for improvement? Or is the short-sighted approach to simply try and reduce the number of cars on the road?





- Lack of information relating to initiatives in which this money making scheme would support. Proof that no effort has gone into seeking betterment for Sandwell residents or business'. The fact that it is being published that the council are hoping to make profit from the public is disgraceful. The essence of a council is to serve its residents and visitors, not to profit from them.
- There must be a better option than "bleed the public dry"? Perhaps if this is to "help local business" you could get help from them to subsidise the spots they use for their customers? If these spots are being damaged by heavier vehicles maybe you could levy larger/heavier vehicles? Perhaps you could get the police to enforce the near constant traffic violations in this area and use the money from that to assist?

### **West Bromwich Charges**

- Discriminating against people who work in West Bromwich.
- Object to the two-tier system with higher charges in West Bromwich.
- It does not help staff who travel the borough as part of their duties.
- How can it be equitable to charge double the amount to park in West Bromwich compared to the other towns? £8 to park all day in West Bromwich is just ridiculous.
- Cannot afford the price of the new season ticket.
- The increase to £80 is disgusting, civil servants only got a 2% pay increase.
- The proposals for increases are totally unrealistic.
- The proposed increase in parking charges is absolutely disgusting. I currently pay £24.00 per month and the proposed increase to £80.00 is an absolute joke. I work part time across 5 days and you are expecting people to afford this increase.
- Earning just above minimum wage I will no longer be able to afford the new fees and fear that I may no longer be able to afford to keep my job in West Bromwich.
- Those on minimum wage who work in West Bromwich will struggle to afford proposed parking charges. Can increases be frozen for employees of the retail and hospitality sector due to the cost of living crisis and wages not increasing.
- I was horrified to find out the proposed increase in charges for 2023 and beyond, which equate to approximately 233% for the first year. With the impact of other cost of living increases I will not be able to



absorb such an inflation in price and will have to find alternative parking or means of commuting to work.

- How can it be ethical to increase charges in West Bromwich by £560 for a year?
- As an NHS employee working in West Bromwich, I feel that the exorbitant increase from £240 to £800 is neither commensurate with the area or the salaries of myself and many similar users of the car park.
- The proposed £56 per month increase for permits in West Bromwich is outrageous. Cannot see any logic in this, as some long stay car parks, such as those in Temple Street are poorly attended and 95% of the spaces are empty.
- The increase relates to the shortage of available parking for employees working in West Bromwich, but I am unclear how the price hike is going to improve availability or benefit either employees or local businesses in this regard.
- West Bromwich is the retail development area of Sandwell but it has the highest parking charges – how will this increase the footfall. This will negatively impact the local economy and or push people out.
- Parking fee increases will result in less revenue and the closure of businesses as people make the decision to not visit West Bromwich at all - false economy. Shoppers/workers should be supported at a time like this - not discouraged.
- If you dropped the price more would use. If you increase you will lose money.
- With regard to the West Bromwich car parks, this used to have the same fees as the West Bromwich Street car park. Why should the rate of the season ticket be more than other car parks, especially as it is nearer more shops, so we should be tempting visitors to use the car park, not move them on to other car parks that are available in West Bromwich which aren't Council owned & there losing money.
- West Bromwich Mountaineering Club run monthly coach meets to mountains in England and Wales which start at Edward Street. The doubling of the car parking charge and further increases in future will probably impact of the viability of the long coach meets and could possibly end them (there is a limit to what people will pay for the whole day out for what they get from it and what they can afford- parking and the coach fare).
- Edward Street car park is also used by patients and families visiting the adjacent hospital and increases in charges may reduce people attending the hospital and visiting people in there to the detriment of their treatment. I suspect a lot of people attending the adjacent Sikh



Temple use this car park and increase in charges could be detrimental to the temple which probably does a lot in the community such as potentially feeding people which may be needed more than ever in these difficult times.

- With the cost of living crisis I would not be able to afford parking in West Bromwich and fear that I may lose my job as a result. I believe these charge increases need to be reviewed, such an increase is unsustainable to the average working person.

A letter concerning the proposals has been sent to Councillor Carmichael from Nicola Richards MP (West Bromwich East). The issues raised -

- The Council was proposing a 233% increase in car park season tickets for West Bromwich, with prices increasing from £240 per year to £800 per year.
- Much larger increase in parking charges in West Bromwich compared to other towns in Sandwell. Why should those who live and work in West Bromwich pay more for parking than those in Oldbury and Smethwick.
- There is no way to describe the proposals other than a car tax levied upon hard working people who rely on their cars to get to work each day. It is grossly unfair to punish people in this way especially at a time where many other prices are dramatically increasing.

### **Zero Emission Vehicles**

- A 50% discount for owners of zero emissions vehicles (electric) that only relatively wealthy drivers can afford to buy.
- The 50 per cent concession on season tickets for zero emission electric vehicles is an outrageous claim to make considering the proposed new parking charges for season tickets will literally double in 2023.
- A 50% reduction for those with zero emission vehicles is short sighted. Given the cost of living crisis, affordability of electric vehicles is beyond reach. This could benefit more people by focusing discounts for ultra-low emission vehicle or ULEZ compliant vehicles. These are more affordable and accessible.
- There is debate as to how environmentally friendly EV's actually are.
- If this measure is to show the council is forward thinking and pushing to the removal of diesel and petrol cars, then it is misguided. The biggest issue facing EV drivers currently it the charging infrastructure. To the best of my knowledge there are no EV charging points in SMBC car parks. This is in stark contrast to other local authority car parks have used. Should the council wish to assist the change to electric this



has to change. Car parks (especially long stay used by those at work) should be equipped with both standard and rapid chargers. These would be chargeable point obviously, but the council could then receive income from the charging companies which would offset the discount being made to EV drivers.

- There is the issue that more than half of EV owners are in the top 20% of owners, while those in the lowest two income brackets made up just 4%. This concession would disproportionately benefit those who could afford to pay the normal rate.



## APPENDIX B

<b>Car Park Improvement &amp; Maintenance Plan</b>		
<b>Car Park</b>	<b>Town</b>	<b>Work Required</b>
41 Pay and Display Car Parks	All	New tariff signs when parking charges change.
41 Pay and Display Car Parks	All	New software for ticket machines to allow for tariff changes.
John Street	West Bromwich	Paint lighting columns
Temple St/Frederick St	West Bromwich	Paint lighting columns
Thomas St/George St	West Bromwich	Paint lighting columns
Victoria Street	West Bromwich	Paint lighting columns
Corngreaves Road	Rowley	Paint lighting columns
Highgate Street North (Opp. 127)	Rowley	Paint lighting columns
Northgate/Prince St	Rowley	Paint lighting columns
Short Street	Rowley	Paint lighting columns
Hawkes Lane	Wednesbury	Paint lighting columns
Hill Top	Wednesbury	Paint lighting columns
Ridding Lane	Wednesbury	Paint lighting columns
Spring Head	Wednesbury	Paint lighting columns
Upper High Street	Wednesbury	Paint lighting columns
Gilbert Road (adj. 112) East	Smethwick	Paint lighting columns
Gilbert Road (adj. 108) West	Smethwick	Paint lighting columns
Shireland Road	Smethwick	Paint lighting columns
Stony Lane	Smethwick	Paint lighting columns
High St (Princes End) North	Tipton	Paint lighting columns
High St (Princes End) South	Tipton	Paint lighting columns
Market Place, Great Bridge	Tipton	Paint lighting columns
Whitehall Road, Great Bridge	Tipton	Paint lighting columns
Arden Grove	Oldbury	Paint lighting columns
Causeway Green Road	Oldbury	Paint lighting columns
Langley High Street	Oldbury	Paint lighting columns
Low Town	Oldbury	Paint lighting columns
Victoria Street	West Bromwich	Remark and alter layout to provide wider bays and improve space to access disabled bays. Repair fencing.
Arden Grove	Oldbury	Paint fencing
Langley High Street	Oldbury	Paint fencing
Roway Lane	Oldbury	New height barrier, fencing/bollards and lining bays. Cut back vegetation/remove weeds, new information sign.
West Bromwich Street	Oldbury	Repair triprail fence, possible speed humps, ongoing treatment of weeds damaging surfacing.
High Street (South) Princes End	Tipton	Repair fencing or replace with hoop barriers.
Market Place, Great Bridge	Tipton	Full resurface or patch repair with micro asphalt and remark with slight amendment to bays.
Corngreaves Road	Rowley	Repair triprail fence.
Graingers Lane	Rowley	Paint bollards
Lower High Street (East)	Rowley	Remark lining. Consider speed humps as car park used as 'short cut' to avoid queues at junction.
Park Street	Rowly	Patch repair and micro asphalt.
High Bullen	Wednesbury	Patch repairs and micro asphalt. Paint perimeter fence.
Ridding Lane	Wednesbury	Micro asphalt.
Spring Head	Wednesbury	Paint perimeter fence.
St Pauls Road	Smethwick	Remark

## 8. Background Papers

Cabinet Report - Review of Parking Charges Policy, July 2022  
 Letter from UNISON  
 Letter from Nicola Richards MP.  
 Letter from GMB Union.  
 Email Objections from members of the public (exempt information).

