

12th March 2020

Dear Janet Finch-Saunders,

Petition P-05-935 Ban Pavement Parking – Pavement Promise

Thank you for your letter seeking our views on the above petition.

Sustrans policy position on pavement parking was reviewed in October last year.

- We believe pavement parking should be made illegal across the UK, unless it is permitted by exception.
- Parking a vehicle partially or wholly on the pavement however, is only illegal by default in London. Scotland has recently passed a bill that will make pavement parking illegal which should come into force in early 2021. Pavement parking is inconsiderate to all pedestrians and is particularly hazardous to children, disabled people and older people.
- The main objection raised to a pavement parking ban is that there are narrow streets where there is no off-street parking nearby. Sustrans believes that in each street where there is conflict, space should first be assigned for safe pedestrian and emergency vehicle access, and that any remaining space can then be allocated for parking.

Vehicles parked on pavements are a common source of inconvenience and are a hazard to pedestrians. Often they force a wide range of vulnerable people into the road by taking up space on the footway. This includes people with visual impairments; with people with sight loss at risk of colliding with cars parked on pavements more than any other pavement obstruction. Older people, children, and people with reduced mobility, prams or pushchairs, can also be forced into the road and put at greater risk of collision and injury.

Pavement parking has emerged as one of the most common complaints made by people walking. Pavements are not generally engineered to be driven on and repairs to damaged pavements are expensive, particularly at a time when councils' resources are under huge pressure. This creates further hazards to people walking.

In London all vehicles are banned from parking on pavements, and the maximum fine is £100. London boroughs can designate areas that are exempt from this. This is the opposite to local authorities in Wales, which can designate areas of no pavement parking but this is time-consuming, expensive and bureaucratic, with areas needing to be signposted.

Sustrans believes that action is now required to ban pavement parking across the UK. London has shown that this is a practicable option, and now that the Transport Bill in Scotland has passed, Scotland will follow suit. In London where space is constrained, management of the space has been improved by markings to indicate precisely where car parking is acceptable.

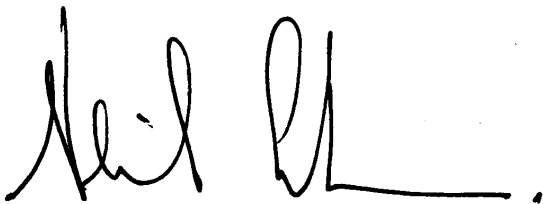
The main objections raised to a ban across the UK are that there are narrow streets where there is no off-street parking nearby, and that access must be maintained for emergency vehicles.

We believe that in each street where this conflict occurs and an exception is considered necessary, a clear and effective 2m width should first be assigned for safe pedestrian access on each side of the road or just one side if pavement access is not required on both, then adequate width must be preserved for emergency vehicles and that finally any remaining space can be allocated for parking. Local authorities should be given a timescale by which to introduce exceptions, and resourced properly to do so.

Police forces have other priorities and enforcement should be done most cost-effectively by local authorities. They will also need resourcing to identify problem streets and to take appropriate measures, but resources will be freed up by no longer having to introduce complicated Traffic Regulation Orders to control parking where it has been a problem.

I hope this clarifies our position on pavement parking, but should you have further queries please don't hesitate to get in contact.

Yours sincerely



Neil Canham
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Sustrans Cymru