



LIVING STREETS

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THE PAVEMENT PARKING BAN:

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STREETS





OUR VISION

A nation where walking is the natural choice for everyday local journeys

OUR MISSION is to achieve a better walking environment and inspire people to walk more

Our key measure of success will be more people walking

One of the challenges we're helping pedestrians to face across the country is:

PAVEMENT PARKING



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PAVEMENT PARKING

Why effective parking management matters

Pavement parking sometimes forces pedestrians into the path of oncoming traffic.

It also:

- Introduces the risk of trips and falls and of litigation
- Damages footways not designed to take the weight of vehicles, increasing maintenance costs





THE LEGAL FRAMEWORK



- Driving on pavements is illegal, but in most places parking on pavements is legal
- Pavement parking is banned throughout the 32 London boroughs and the city of London under the greater London (general purposes) Act 1974
- Outside London in parking on footways is banned in Exeter through the use of a local by-law the Exeter city act 1987

THE LEGAL FRAMEWORK *continued...*



- Traffic Management Act (2004) decriminalised parking and prohibits double parking and parking on dropped kerbs
- Local authorities can use the Road Traffic Regulation Act 1984 to restrict or prohibit pavement parking on individual streets by the making of a traffic regulation order (TRO)
- But system is flawed.....

RECOGNISING THE PROBLEM *is only the first step*



“The Government must grip the problem of pavement parking once and for all and ensure that it is outlawed throughout the country... rather than relying on the use of individual traffic regulation orders on specific streets and local acts to impose a ban.”

Transport Select Committee (2006)

ACTION IS OVERDUE...



“We recognise that that parking restrictions should reflect local circumstance’. However, in areas such as pavement parking, where there is a confusing patchwork approach across the country, local authorities must ensure that they communicate clearly to motorists. The needs of pedestrians must be considered alongside other road users”

Transport Select Committee (2014)

PRIVATE MEMBER'S BILLS



Attempts to re-introduce pavement parking legislation

- 2014 – a Private Member's Bill is tabled by Martin Horwood MP
- 2015 – a second Private Member's Bill is tabled by Simon Hoare MP

THE TRANSPORT (SCOTLAND) BILL



- Published 11 June 2018, introduces a national ban on pavement and double parking
- To be accompanied by nationwide awareness raising campaign
- Prohibitions will come in on a region by region basis across Scotland

WHAT'S THE SITUATION IN ENGLAND?



End the thousand days of delays

#PavementParking



Time to end
Pavement
Parking
#PavementParking

GUIDE DOGS
17,231
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#PAVEMENTSFORPEOPLE



Agree?

Take action, join our campaign!



www.livingstreets.org.uk/what-you-can-do/campaigns/pavements-for-people

WHAT CAN YOU DO TO STOP PAVEMENT PARKING IN YOUR AREA?

1

Contact your local councillors to ask them to take action

Using our e-action you can send letters to your ward councillors to request that they fight for a TRO from your local highways authority. This TRO will be able to create a street or a collection of streets where pavement parking is not allowed. Visit: www.livingstreets.org.uk/pavements



2

Speak to people parking on the pavement

In some cases, a quiet word with the car owner might be enough for them to realise the issue they are causing and to change their behaviour.

3

Raise awareness of the issue locally

You could write to your local newspaper and put our posters up in your windows to make people aware of the issue. (Please don't put anything on someone's car or fly-post though!)



4

Report the obstruction/driving on the pavement to the police

Both causing an obstruction to the highway and driving on the pavement are illegal, and in some places reporting a poorly parked car to the police can be effective. The police have the power to remove cars if they are causing an obstruction (section 137 of the Highways Act 1980), but they don't have to use it. What defines an 'obstruction' is also debateable, which is why we want a new clear law in place.



5

Start or join a Local Living Streets Group

Improve the streets in your neighbourhood by joining forces with others. Take your first step by visiting www.livingstreets.org.uk/localgroups



HOW DOES THE TRO SYSTEM WORK?

The TRO system is complex and can seem daunting, so we have provided a quick overview of what your local authority will need to do when they heed your calls to take action.

TROs come in 3 types: **PERMANENT ORDERS**, **EXPERIMENTAL ORDERS**, and **TEMPORARY ORDERS**. Temporary orders are used to facilitate road works.

Typical controls that can be introduced under TROs include waiting and stopping prohibitions, such as at bus stops, outside schools, or on footways/verges, and loading/unloading prohibitions.

PERMANENT ORDERS

1

Publication of proposals

The order making authority must advertise the proposal in a local newspaper, send the proposals to statutory consultees, and make documents available for the public. They can, but don't have to, provide on-street notices, deliver letters/leaflets, and provide details online.

2

Consideration of objections

There are 21 days after the proposals are published for objections to be made. These must be considered by the relevant decision maker.

3

Public inquiry

In some cases authorities must hold a public inquiry. They are required to do so only when the proposal relates to prohibitions on loading and unloading before 7am, between 10am and 4pm, after 7pm or at all times and there are unwithdrawn objections (excluding frivolous irrelevant objections which can be ignored).

4

Making an order

Before bringing the provisions of an order into force, an authority must "make" the order and within 14 days publish it in a local paper. An order cannot be made until after the last day by which it may object.



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THANK YOU!

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