



# Footway Parking and Double Parking Bill

## Evidence to Scottish Parliament Local Government and Regeneration Committee

Tuesday 27 October 2015

### 1. Parking on Footways

Transform Scotland agrees with the need to strengthen the situation regarding **Parking on Footways** as it clear from everyday observation that partial or complete blockage of footways is a common experience. This causes problems for many footpath users but, in particular:

- Wheelchair users
- The visually impaired
- Parents with pushchairs.

In our experience the following situations are frequently observed and need to be enforced to a far greater extent:

- Cars parking outside residences on the pavement leading to house driveways, resulting in complete blockage of the foot path.
- Partial parking on pavements so that the passage of prams/pushchairs/buggies becomes difficult and perhaps requires having to use the road to get past the obstruction.
- Parking in public spaces designed primarily for pedestrian use that is clearly identified as such but ignored.

We consider the exemptions under Section 2(2) and 2(3) are sensible and should cover most common occurrences.

We recommend that the Scottish Government provide specific guidance on when and where exemptions are appropriate, and that the use of exemptions be restricted as far as possible. In all cases, at least 1m of the footway should be reserved for pedestrian use.

One situation that may need to be considered is where vehicles park partially on pavements because the carriageway is narrow and parking on the roadway would block the passage of larger vehicles, especially buses. It may be that parking will need to be restricted in such situations by the introduction of double yellow lines. Either that or the local authority could use the proposed Power to Specify Exempt Areas.

### 2. Parking at Dropped Footways

As regards the provisions for dealing with **Parking at Dropped Footways**, we agree that this is also a situation that is seriously in need of improvement as it is very common to observe problems with:

- Wheelchair users unable to cross roads as the dropped kerb is area is blocked
- Cyclists having to dismount where dropped kerbs along cycle routes are blocked. This is especially serious in busy industrial areas where cyclists may have to leave cycle paths and move into fast moving traffic to get past the obstruction.

We think the exemptions under Section 3(2) are sensible and should cover most common occurrences.

### 3. Double Parking

The provisions to deal with **Double Parking** are also sensible although, in our experience, this is not such a common problem compared with a few years ago.

### 4. Power to Specify Exempt Areas

We agree with the provision of **Power to Specify Exempt Areas** to local authorities as there will always be particular situations that need to be dealt with differently, providing the powers are not abused by individuals or their legal representatives.

### 5. Enforcement

The most important aspect of the proposed prohibitions will be to ensure proper **Enforcement** by the police and local authorities because this is, in our view, often lacking with the results that the legislation is openly flouted as in the examples of the litter laws and the use of mobile phones whilst driving. Enforcement needs to be as simple as possible, along the lines of a parking ticket backed up with photographic proof and not involve convoluted procedures.

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Transform Scotland is the national sustainable transport alliance, campaigning for a more sustainable and socially-just transport system. Our membership includes bus, rail and shipping operators; local authorities; national environment and conservation groups; consultancies; and local transport campaigns. Transform Scotland Limited is a registered Scottish charity (SC041516).

Transform Scotland  
5 Rose Street, Edinburgh, EH2 2PR  
t: 0131 243 2690

e: <[info@transformscotland.org.uk](mailto:info@transformscotland.org.uk)>  
w: <[www.transformscotland.org.uk](http://www.transformscotland.org.uk)>