

**1. What are your experiences of parking on a footway or on a road next to a dropped kerb or double parking?**

Parking on a footway, on a road next to a dropped kerb and double parking all have negative impacts for the safety and convenience of pedestrian and road users.

However, it should also be recognised that there are many narrow carriageways, in both urban and residential streets, where footway parking facilitates the passage of traffic, particularly larger vehicles such as buses, and that there are many residential streets where the demand for parking considerably out-strips supply. Given the historic nature and development of the road network and the fact that vehicles are bigger and more numerous today than in the past, it is important that a balance is struck when framing legislating. This balance must consider often competing interests, particularly in urban areas, to ensure that all pavements and streets are safe and accessible and roadways navigable.

**2. There are a number of exceptions whereby parking on a footpath, next to a dropped kerb or double parking would be permissible. Do you have a view on these exceptions?**

The exemptions proposed in the Bill for emergency service vehicles, certain public service vehicles, to facilitate deliveries and to allow vehicle passengers to board and alight are welcome.

However, where vehicles park fully on the roadway adjacent to speed 'cushions' this can interrupting the passage of the bus (whose wheels should go either side of the cushion but this is not possible where cars are parked on the roadway at the 'cushion'), forcing its wheels over the cushion with detrimental effect on ride quality, wear on componentry etc.

We also have a concern in relation to parking on cycle paths, which are not explicitly covered within the Bill. Parking on cycle paths also causes obstruction and endangers safety and we would welcome consideration being given to including cycle paths within the scope of the Bill.

**3. What exceptions should be allowed, if any, to allow a vehicle to wait whilst parked on a footpath, next to a dropped kerb or double parked?**

We welcome the exceptions set out in the Bill and would suggest one other. Allowance should be made for maintenance works at Bus Stops and Bays including Bus Boarder infrastructure (raised pavements to enable level access for passengers onto and off bus services, particularly those people with mobility challenges. This exemption would enable maintenance works to be undertaken on the carriageway or footpath or for infrastructure related to public transport or active travel such as bus stops / shelters or cycle lanes or cycling infrastructure such as racks or hoops.

**4. The Bill would allow local authorities to designate areas as being exempt from these restrictions. Do you have a view on what the criteria for exemption should be?**

While it may not be possible to provide exemptions, it is important to note that there are occasions when buses, and of course other public service vehicles including emergency vehicles, face great difficulty in negotiating roadways. Enabling buses to access e.g housing schemes, where road widths are narrower, may be an issue if there is rigorous enforcement of car parking on footways, thereby causing 'legal' parking to narrow the road width – this should be covered by 'obstruction laws' but is fraught with difficulties in enforcement.

**5. Enforcement of the Bill would be the responsibility of the Police (via fixed penalty notices) in areas where parking is criminalised or local authorities (via penalty charge notices) in areas where parking has been decriminalised. Do you have any comments in relation to how the Bill would be enforced?**

Resources are likely to be stretched whether enforcement is by the Police or local authority which is likely to limit the benefit of legislation.

**6. Are there any equality issues that arise as a consequence of the proposals in the Bill?**

Scottish Parliament

Local Government and Regeneration Committee

Footway Parking and Double Parking (Scotland) Bill - Call for Evidence

Response by Strathclyde Partnership for Transport

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Inconsiderate parking has adverse impacts on people who face mobility challenges such as people with a physical disability which restricts their movement or impedes their vision. Also people with buggies, pushchairs or carrying shopping.

In addition, inconsiderate parking at or near bus stops, including boxes designated for buses to ensure alignment with bus boarder raised kerbs, also has a negative impact on bus passengers and, in particular, those people who face mobility challenges.