

The provisions contained in the above Bill, albeit applicable only in built up areas, will prohibit vehicles parking on footways , parking at dropped foot ways and double parking . Whilst the proposed measures will generally benefit all pedestrians, they will be of particular benefit to elderly people and people affected by visual or mobility impairment.

The measures proposed allow for a series of practical exemptions to the parking restrictions for :-
1) vehicles parked outside residential premises by or with the occupiers consent e.g. visitors / tradesman employed by them
2) vehicles parked in designated parking places - including disabled parking places
3) emergency service vehicles
4) delivering/ collecting goods
5) waste collection vehicles
6) vehicles used in respect of utility works / repairs .

Exemptions to the geographical extent of these provisions can also be determined by local authorities.

The above provisions will also clarify uncertainty over the position regarding the legality otherwise of casual or occasional parking on footways .

Enforcement of the proposed restrictions will be undertaken by Police Scotland where parking remains criminalised and by local authorities where this has been decriminalised. Enforcement of on street parking in the Stirling Council area is currently criminalised and as such is undertaken by Police Scotland via Traffic Warden provision , albeit partially funded by the Council.

Regardless of which organisation has responsibility for enforcing the above proposed restrictions, their effectiveness in improving accessibility and safety for pedestrians and other road users, will be dependent on the extent to which these need to be enforced and the resources available for regular and consistent enforcement.

Environment and Housing Committee on 4 June 2015, gave approval for the Director of Housing and Environment to apply to the Scottish Government for Decriminalised Parking Enforcement Powers for the entire Stirling Council area. If granted this would transfer enforcement powers from Police Scotland to the Council potentially with effect from summer 2016.

Subject to their approval and the timing of this , the parking restrictions proposed by the above Bill will require to be incorporated within the current or future parking enforcement regime operated within the Stirling Council area.

In conclusion and whilst recognising potential resource implications, the above proposals should be supported due to their potential benefit for a wide range of pedestrians , cyclists and overall road safety. The potentially coincidental timing of the revision of parking enforcement arrangements within the Stirling Council area may also assist in their implementation.

