

Footway Parking and Double Parking (Scotland) Bill

Sustrans Scotland's submission to the Scottish Parliament Local Government and Regeneration Committee call for written evidence on the Footway Parking and Double Parking (Scotland) Bill

November 2015

Introduction

Sustrans is Scotland's leading sustainable transport charity working to enable people to travel by foot, bike or public transport for more of their everyday journeys. We work with families, communities, policy-makers and partner organisations so that people are able to choose healthier, cleaner and cheaper journeys, with better places and spaces to move through and live in. It is in this context that we are responding to the Scottish Parliament Local Government and Regeneration Committee's call for written evidence on the Footway Parking and Double Parking (Scotland) Bill.

1. Summary

Sustrans Scotland is generally supportive of the principles and provisions of the Footway Parking and Double Parking (Scotland) Bill.

Parking on pavements, in front of dropped kerbs and double parking create inconvenience and hazards to those travelling by foot and bike. By making each of these parking behaviours offences, with sufficient enforcement, journeys by active travel modes can be made safer and more convenient. This will support Scottish Government policy¹ to increase the number of people walking and cycling on a daily basis. Furthermore, the provisions set out in the Bill will reduce the need for Local Authorities, Regional Transport Partnerships and other statutory bodies to spend resources on features – like bollards – to prevent inconsiderate parking.

2. Pavement Parking

¹ The National Walking Strategy, the Cycling Action Plan for Scotland (which includes the shared vision of 10% of everyday journeys by bike by 2020), the Physical Activity Implementation Plan, and the Long Term Vision for Active Travel all support active travel.

We welcome and support the provisions set out in the draft Bill which relate to prohibition of parking on footways.

At present, where vehicles are parked on the pavement, those making journeys on foot can be forced to walk on the road alongside moving vehicles. This creates an unacceptable level of hazard for pedestrians – especially vulnerable pedestrians like those with reduced mobility, sight loss, or parents with young children and pushchairs.

Implementation and enforcement of a footway parking ban would complement and strengthen Scottish Government policy on street design. *Designing Streets: a policy Statement for Scotland* states that the negative effects of on-street parking include “hazards and inconvenience to pedestrians caused by footway parking (It is therefore recommended that footway parking be minimised through the design of the street.)” (p. 43).

3. Parking in front of dropped kerbs

We welcome and support the provisions set out in the draft Bill relating to parking in front of dropped kerbs.

Dropped kerbs provide safe access points for people travelling by bike from roads to cycle tracks, as well as vulnerable pedestrians – such as those with mobility impairments and those with pushchairs – when entering and exiting footpaths. Parked vehicles in front of dropped kerbs provide unnecessary inconvenience and hazards for these groups. By making it an offence to park in front of dropped kerbs, and with proper enforcement, such inconvenience and hazards would be removed.

4. Double parking

We welcome and support the provisions set out in the draft Bill relating to double parking.

Double parking forces those travelling by bike further into the carriageway and into traffic, creating not just an inconvenience but may also bring drivers and cyclists into unnecessary conflict.

Traffic and road behaviour are among the main barriers to more people choosing to cycle. Indeed, the Scottish Household Survey transport and travel statistics for 2014 found that

18.2% of people in Scotland do not cycle to work because there are too many cars on the road and 12.4% cited traffic levels being too fast².

Limiting situations whereby people choosing to travel by bike are forced into traffic would contribute positively to safety perceptions around cycling, and allow further progress to be made towards 10% of everyday journeys being made by bike by 2020.

5. Enforcement

While we are very supportive of the principles of the draft Bill, it is essential that its provisions are properly enforced by the police and local authorities.

6. Roads where the law would not apply

We recognise that local authorities should have the ability to determine “Exempt Areas”. However, **we would seek assurances that this power could not be used to undermine the main purpose of the Bill itself**, i.e. to prohibit vehicles from parking on the footway, in front of dropped kerbs, and double parking. **We would recommend that the Bill should require that national guidance is provided to local authorities on what could reasonably be defined as an “Exempt Area”.**

7. Exceptions

The draft Bill sets out various exemptions for emergency vehicles, pulling up to wait, people parking outside their own home, deliver trucks and vans, bin lorries, road works and disabled parking spaces. **We consider that these provisions are reasonable. However, we would recommend that the Bill should require that national guidance is provided to local authorities to ensure that they are consistently applied across Scotland and the principles of the Bill are not undermined.**

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² [Transport Scotland \(2015\) Scottish Household Statistics: Transport and Travel in Scotland, 2014, published August, 2015](#)



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