

## **Submission from Marion Adamson**

I am delighted to see this bill at long last make it to Parliamentary consideration. I am a driver of many years standing and my family all drive with their own cars. I therefore have an interest personally in this bill. I am also a tax payer and a council tax payer.

I fully support this bill in all of its restrictions and the exemptions seem appropriate. I cannot foresee any further exemptions being necessary.

I would however make it a requirement for all new house building applications to include 2 off street car spaces as a norm. This is because house building takes place away from work and school places and generally both parents will be working. Public transport is rarely suitable outwith large towns and cities. Large developments should require to have car parks included as part of amenity planning.

It is a tragedy and a disgrace that so many people quote that there is not enough room on the road for cars as a justification for restricting the room on the pavements for people.

In my view people should always come first and foremost. If a primary school age child or an elderly/disabled person cannot walk freely and safely on the pavement then the cars are travelling too fast or parked irresponsibly or both. The adage of see and be seen should be the rule. You cannot see a young child if the pavements are lined with vans and 4 x4s.

If drivers use the excuse that they fear their car being hit when it is properly parked in the road then the speed limit is too high or there is significant non compliance with the limit and this should be addressed.

Too often drivers are using the maximum limit as if it is the minimum.

On residential roads of any kind there should be no parking on pavements.

The contention that parking by cars on pavements cannot be addressed as it is only driving on pavements that can subject to law enforcement has been a green light to lazy and irresponsible drivers to park whenever and wherever they like with impunity. Both councils and police have collaborated in this position despite the reasoned illogicality of that position.

I regularly witness cars driving along the pavement before they park. This of course is insufficient for police and wardens.

We now have the ludicrous situation that, at junctions where double yellow lines prohibit cars on the road blocking visibility, cars park fully on the pavement and if a person can squeeze past it is deemed not to be an obstruction.

Even when the pavements are already partially blocked by one or more waste bins, irresponsible drivers still park wholly or mostly on the pavement.

It is amazing that you need permission to park a small skip on the pavement and are fined if you do not remove it within a specified time but can park a larger van with a large trailer with impunity.

That is denying people free movement in their areas and reduces significantly their enjoyment of their own environment.

We now also have a growing number of people calling for designated and exclusive areas for bikes and cyclists. Councils are spending money in creating these and indeed it is an offence to stop a car at protected bike areas at lights etc.

We must not give lesser rights or protection to pedestrians. Pavements are for the passage of people of all kinds. They should have the same free passage as buses in bus lanes.

To continue the same denial of people space as currently happens is not acceptable.

The effect on the environment is cumulative. If you continue to allow cars to litter walking space, irresponsible owners of dogs think that fouling is acceptable and people drop litter and cans and bottles as they cannot easily be seen.

This is particularly prevalent where driving on the pavement has led to cracking and the destruction of the integrity of the pavement. This would be a significant cost to council repair bills if they were repaired regularly.

Unfortunately what happens is they are left and those who have mobility difficulties find themselves falling more than necessary. In worst case scenarios this results in needless operations and hospital treatments, and at least spilt milk and eggs.

We should take the examples of London and the Scandinavian countries which respect people more than cars and place them first. Rarely are cars parked anywhere but in designated spaces or in the road. They do not appear to have a significant problem with damage from passing cars. Perhaps they are more proactive against excessive speed. Certainly 20 and 30 km are common maximums in any residential or shopping areas.

Many people who claim they want to park their cars outside their house on the pavement have big front gardens and could easily have off street parking spaces.

If this bill is passed as it should then very many people will have brighter lives.

Ordinary people can walk side by side. Ordinary people will pass each other with ease. People who have poor or no sight will be less anxious and fearful. People who have poor mobility will be more stable and less anxious and can have room to hold onto a companion. People who have to push a pram and hold onto a toddler will be able to walk with ease instead of having to push past cars or stand aside to let others pass because of cars.

People who use wheelchairs will be able to go along side a companion or pass others with ease instead of trying to decide who has to give way to let the other pass because cars have taken up half or more of the walking space.

Young children will be able to ride their trikes to the park or shop with a parent walking alongside. Simple pleasures of activity that are not possible or pleasurable with cars and vans parked on the pavement. It would indeed be an irony if cyclists had their own dedicated space but children on tricycles did not.

There should never be a reason where pavements are allowed to be given over to cars and force people in electric wheelchairs or children on trikes or mothers with

prams to use the road in case they scratch a car on the pavement. Society's priorities are very wrong where this occurs.