



Footway Parking and Double Parking (Scotland) Bill

Online Survey: Headline Results

Introduction

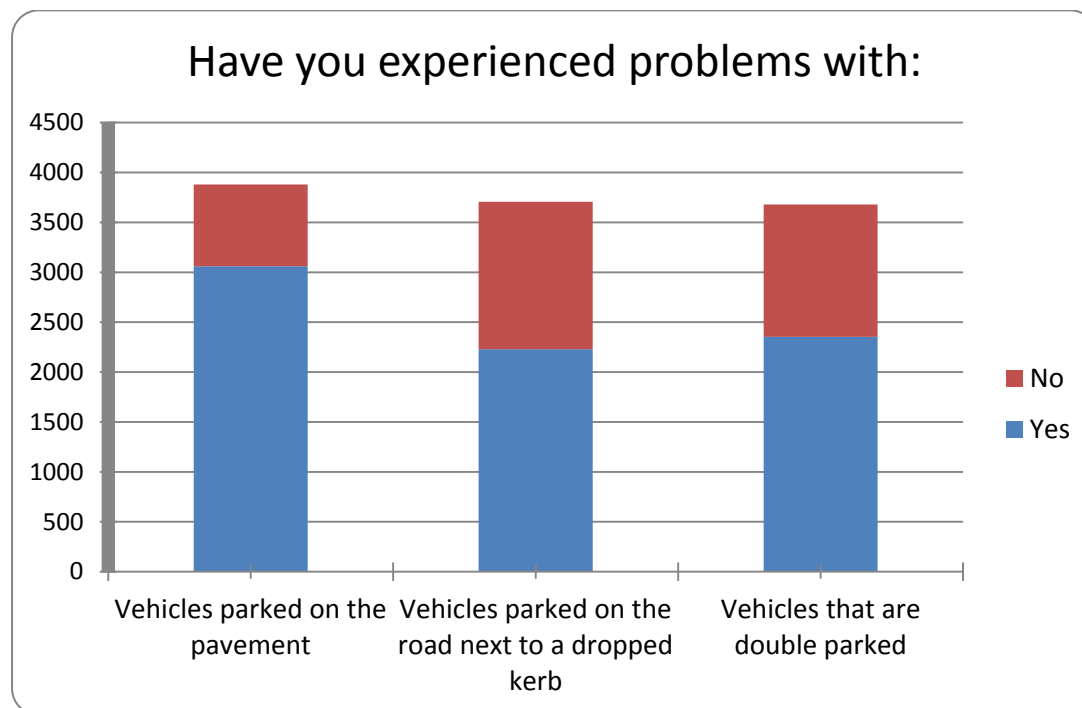
The Local Government and Regeneration Committee launched an online survey to gather views on the provisions of the Footway Parking and Double Parking (Scotland) Bill ("the Bill") on 14 September 2015. The closing date for responses was 8 November 2015. A total of 3983 responses were received. This paper outlines key themes that have emerged from the survey responses.

The survey posed 10 questions, seven related directly to the provisions of the Bill and three that asked for personal information. The following section outlines the responses to these questions from all respondents. The final section briefly looks at how responses differ when broken down using some of the personal information provided by respondents.

As might be expected, a broad range of views were expressed by respondents. However, clear areas of consensus did emerge which are explored below. It is worth noting that the following analysis does not include an exhaustive list of every issue raised by every respondent. It is simply highlights key issues raised by multiple respondents and issues that may be of particular interest to Committee members.

It is worth noting that the results of this survey do not necessarily represent the views of the general population. Respondents were self-selecting and are liable to have a particular interest in the issues covered by the Bill.

Question 1: This question asked respondents to indicate their personal experience of problems caused by footway, dropped kerb and double parking.



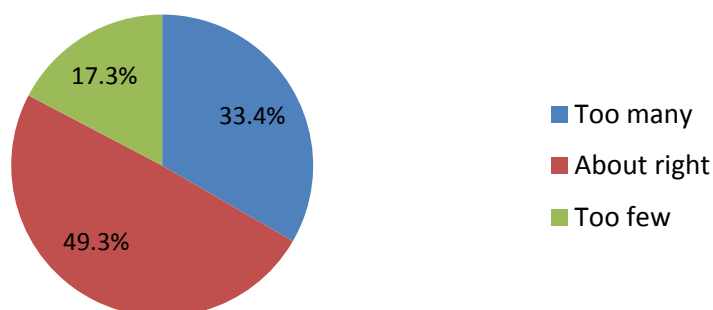
Respondents who answered “yes” were asked to briefly outline the nature of these problems. 2871 people answered this question. Very clear themes emerged through these answers, which can be summarised as follows:

- Footway parking impedes pedestrians, often requiring them to walk on the carriageway. This is a particular problem for visually impaired people, wheelchair users and people pushing prams/pushchairs or walking with young children who cannot “squeeze past” vehicles parked on the footway
- Dropped kerb parking is particularly problematic for people with mobility impairments, as it makes getting around much harder and can have a serious impact on their quality of life
- Dropped kerb parking causes problems for people wishing to enter and exit their driveways and can prevent people parked at the roadside from moving off
- Double parking can prevent the passage of emergency and large public service vehicles, such as fire engines, buses and bin lorries
- Double parking is a safety hazard for cyclists, requiring them to either pull out into a faster moving flow of traffic or cross over onto the “wrong” side of the road
- Footway, dropped kerb and double parking is particularly prevalent around major trip generating sites, such as schools, sports grounds and local shops without dedicated parking spaces

Question 2: This question asked respondents their views on the scope of the exemptions set out in the Bill that would allow parking on a footway or next to a dropped kerb or double parking where:

- it is an emergency vehicle
- where there is a designated parking space
- it is in an exempt area
- its is next to a dropped kerb outside residential premises

The Bill allows parking on a footway or next to a dropped kerb or double parking where it is an emergency vehicle, where there is a designated parking space or if it is in an exempt area. Parking would also be allowed on a road next to a residential drop



Respondents were asked to explain how they reached their view. Key reasons for each answer are set out below:

About right

- The Bill reaches a reasonable balance between banning footway, dropped kerb and double parking while allowing reasonable access to be maintained

Too many

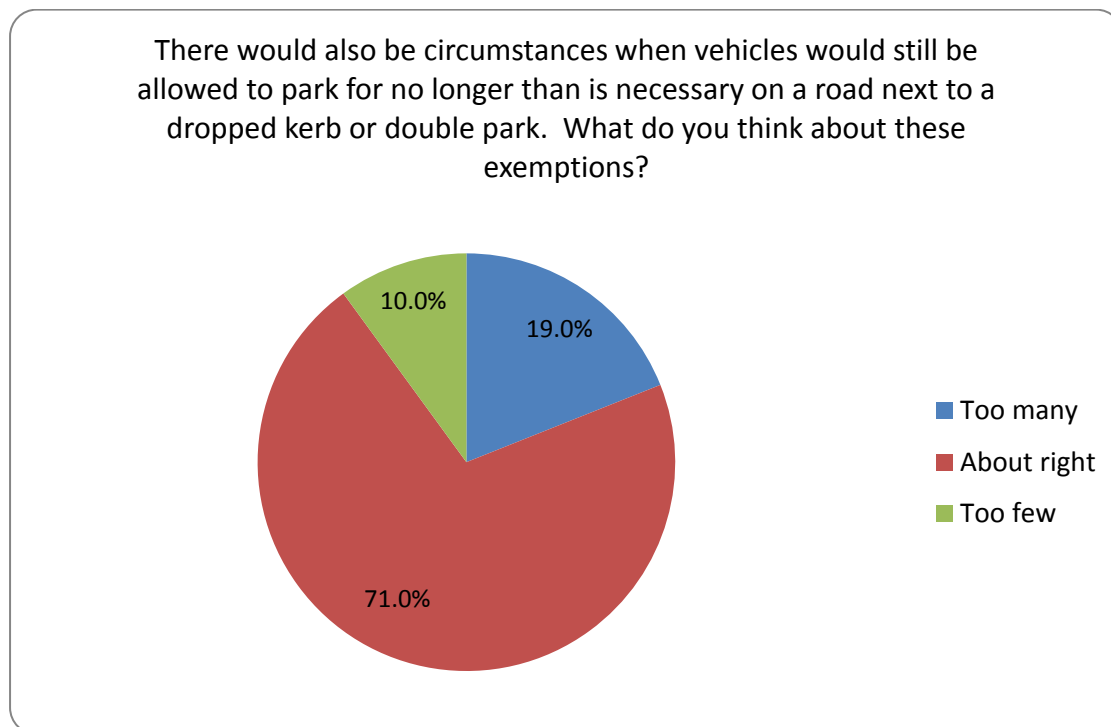
- “Common sense” should be applied and enforcement action only taken where absolutely necessary
- Exemptions should only apply where there is clear signage
- Streets are too narrow to ban parking on the footway
- Homeowners should not be prosecuted for parking outside their home/on their own street
- The Bill is ridiculous/pointless/a waste of time

Too few

- Exemptions should be for emergencies/emergency vehicles only
- Exemptions undermine the purpose of the Bill

- Too many exemptions cause confusion for drivers
- Exemptions are liable to be abused
- Allowing parking in front of residential dropped kerbs undermines a key purpose of the Bill
- Exemptions for emergency service vehicles should only apply when they are attending an emergency

Question 3: This question asked respondents about exemptions allowing people to park, for no longer than necessary, on a road next to a dropped kerb or double park.



Respondents were asked to explain how they reached their view. Key reasons for each answer are set out below:

About right

- The Bill reaches a reasonable balance between banning footway, dropped kerb and double parking while allowing reasonable access to be maintained

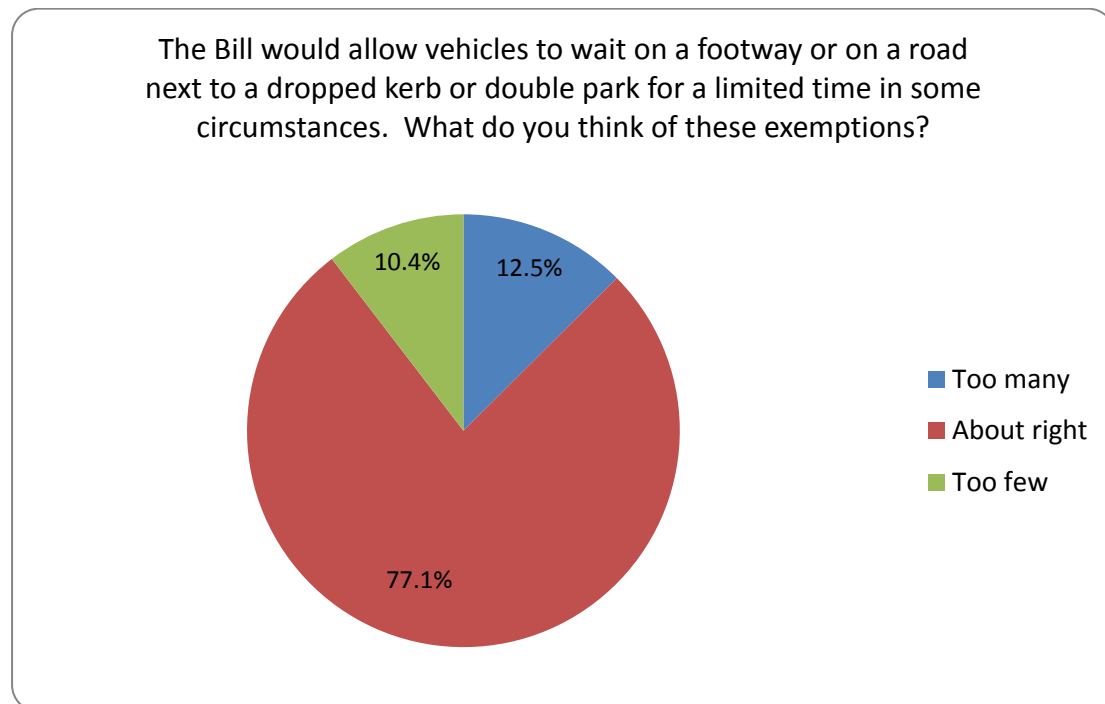
Too many

- These exemptions will allow problem parking of delivery and utility vehicles to continue
- How will the “no longer than necessary” provisions be enforced
- These exemptions are open to abuse
- Exemptions should be limited to emergency vehicles only

Too few

- The exemptions do not take account of the needs of businesses, which require vehicle deliveries and car based customers
- Too many restrictions on parking already
- The Bill is stupid/a waste of time/ridiculous

Question 4: : This question asked respondents about exemptions allowing people to wait, for a limited period of time, on a footway, next to a dropped kerb or double park.



Respondents were asked to explain how they reached their view. Key reasons for each answer are set out below:

About right

- The Bill reaches a reasonable balance between banning footway, dropped kerb and double parking while allowing reasonable access to be maintained

Too many

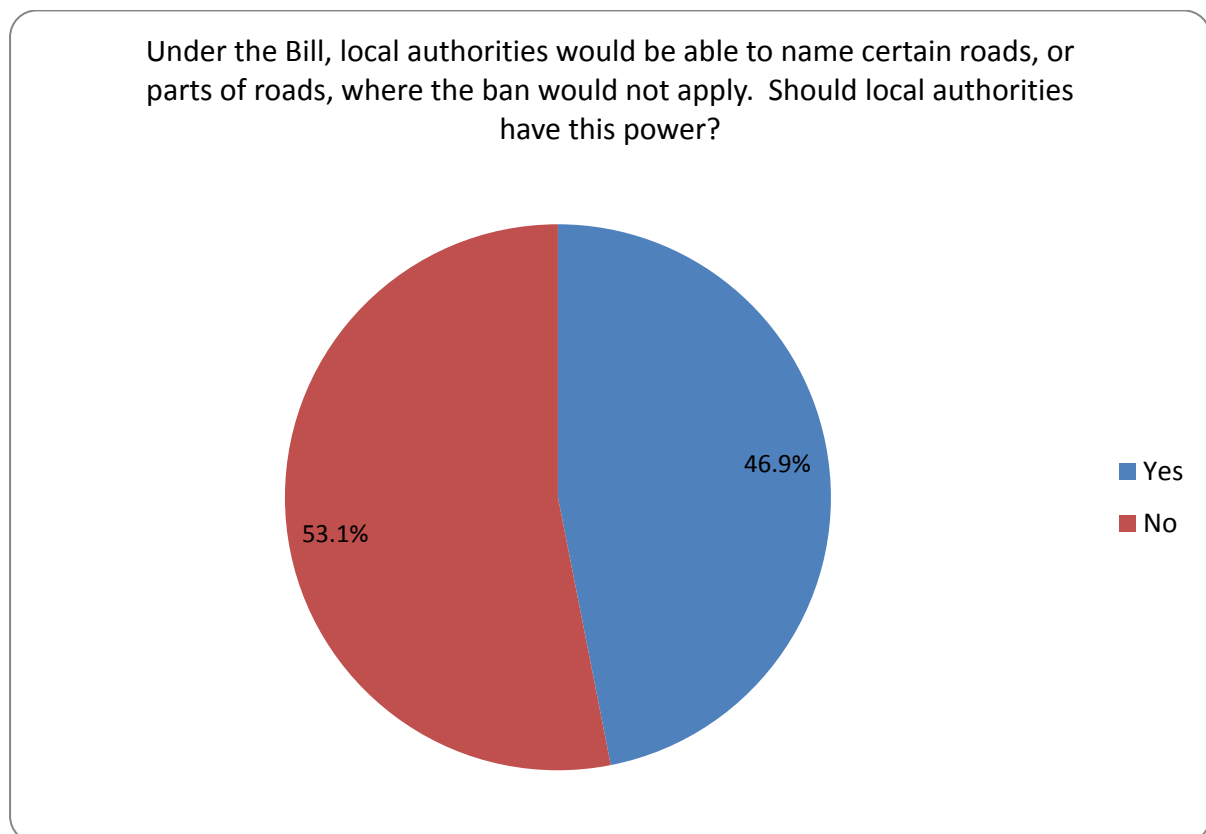
- Roads are too narrow and restrictions on waiting on footways, dropped kerbs and double parking will simply cause problems for traffic flow
- Drivers should have discretion to stop/wait as the situation requires
- There are already too many restrictions on parking and waiting
- The Bill is not necessary and a waste of money

Too few

- Exemptions should be for emergencies/emergency vehicles only

- How will those charged with enforcement know if a vehicle is waiting
- What constitutes a limited period of time and how will this be enforced
- Waiting vehicles still cause problems for pedestrians, particularly those with mobility or visual impairments or pushing prams/pushchairs
- There is no need for a vehicle to stop on a footway to drop off passengers

Question 5: This question asked respondents whether they agreed with the provisions in the Bill that would allow a local authority to exempt certain streets, or parts of streets, from the restrictions on parking and waiting on footways, dropped kerbs and double parking.



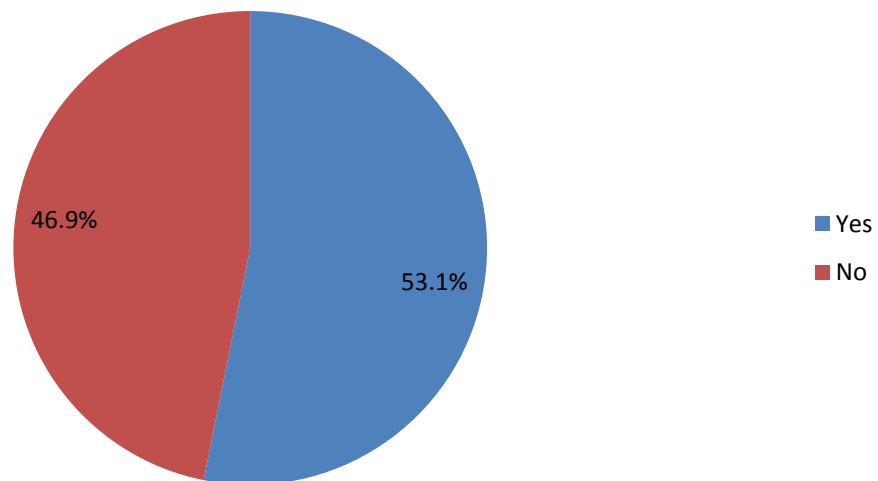
Question 6: Respondents were asked to express their views on what sort of roads, or parts of roads, should be covered by exempt area status. The most popular responses are summarised below:

- Residential streets where no off-street or alternative parking is available
- Narrow residential streets, where parking on the carriageway could obstruct the follow of vehicles – particularly emergency service and large public service vehicles
- Streets with wide footways, where footway parking does not obstruct pedestrians
- Quiet roads with few pedestrians, outside urban areas
- Near small local shops and high streets, doctors' surgeries and hospitals
- Decisions on exempt area status should be based on local circumstances

- Consider applying exempt area status to one side of narrow residential streets only, allowing for some parking but facilitating traffic to flow
- None, there should be no exempt areas
- All roads, the Bill is unnecessary

Question 7: This question asked respondents whether they considered Police Scotland or, where there is decriminalised parking enforcement, local authorities able to enforce the provisions of the Bill.

Do you think the police or local authorities would be able to enforce the proposed ban on footway, dropped kerb and double parking?

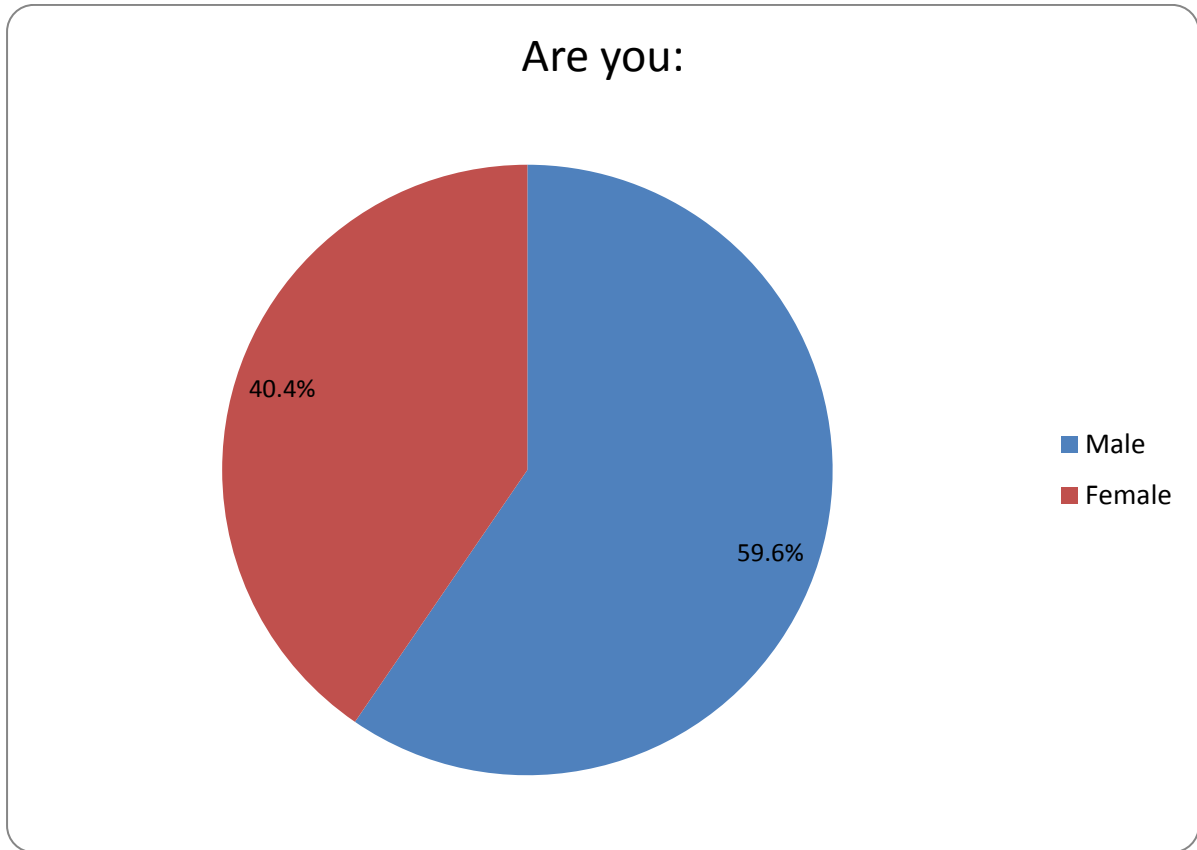


Respondents were asked to explain how they reached their view. Despite 53.1% of respondents answering “yes” to the above question, responses to this question were almost unanimously negative about enforcement of the provision in the Bill. The main responses are summarised below:

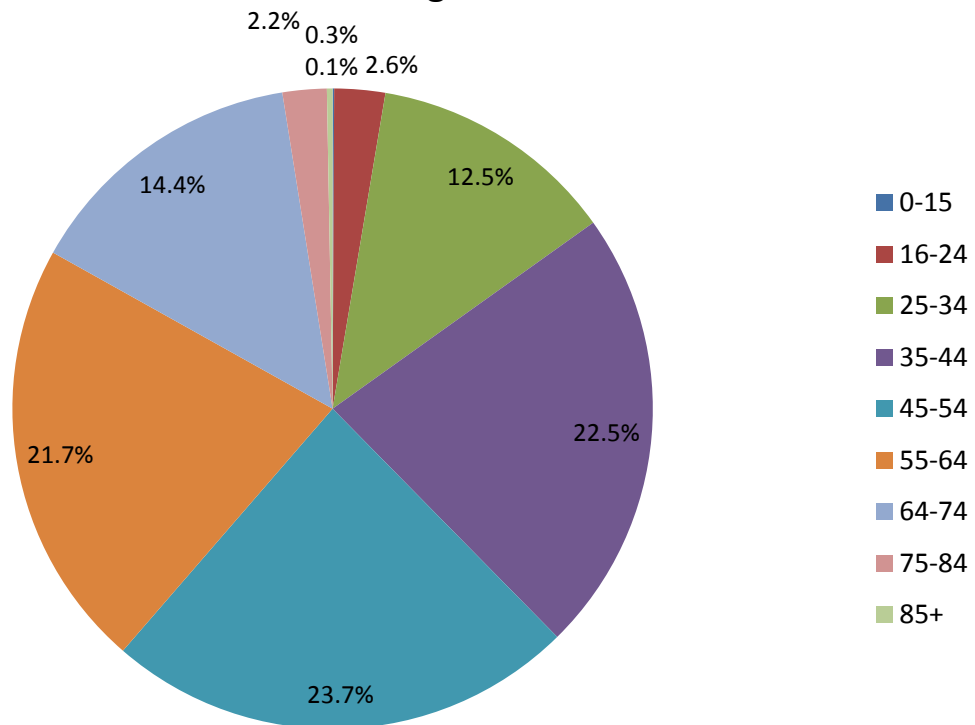
- Not enough police officers or parking attendants to enforce the new provisions
- Not the best use of police resources
- Not a priority for police action
- Current parking restrictions are not enforced – adding new restrictions will not improve the situation
- Enforcement would require additional police or local authority staff and funding
- The Bill is simply a money making scheme for the police and local authorities

Questions 8 to 10: Personal information

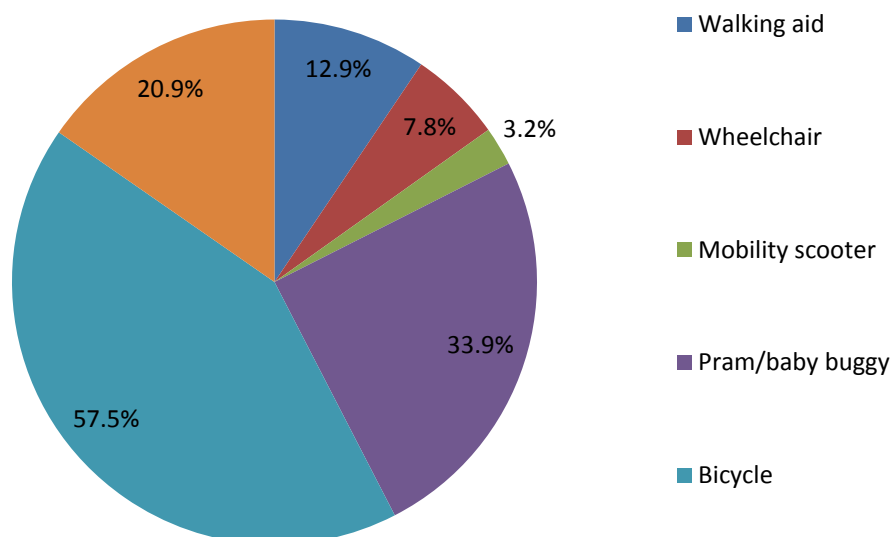
The proportion of responses for the three questions about sex, age and use of bikes, prams/pushchairs and wheelchairs, walking aids and other devices are set out in the charts below:



Your age:



Do you regularly use one, or more, of the following (please tick all that apply)



Question 8: While men made up almost 60% of respondents and women just 40%, the responses from the two groups were fairly consistent. The table below sets out the response to question 1, people's experience of footway, dropped kerb and double parking, broken down by sex:

Experienced problems with	Overall total	Women	Men
Vehicles parked on the pavement	78.9%	80.8%	77.8%
Vehicles parked on the road next to a dropped kerb	60.1%	61.3%	59.6%
Vehicles that are double parked	63.9%	62.3%	65.3%

There is no significant difference between the experience of men and women who responded to the survey about footway, dropped kerb or double parking. This is consistent throughout the other questions, with little difference between views expressed by the two groups.

Question 9: People aged 65+ made up approximately 17% of survey respondents. Again, taking question 1 as an example, the table below shows that people aged 65+ have a broadly similar experience of footway, dropped kerb and double parking as other respondents.

Experienced problems with	Overall total	People aged 65+
Vehicles parked on the pavement	78.9%	84.1%
Vehicles parked on the road next to a dropped kerb	60.1%	63.6%
Vehicles that are double parked	63.9%	65.6%

Question 10: More than half of respondents (57.5%) regularly cycle. There is a reasonable crossover between cyclists and pram/buggy users, which 27% of cyclists also use, but little with any other category.

Experienced problems with	Overall total	Cyclist	Pram/Buggy Users	Walking aid	Wheel chair	Mobility scooter	Other
Vehicles parked on the pavement	78.9%	81.3%	85.4%	85.2%	90.9%	93.5%	86.6%
Vehicles parked on the road next to a dropped	60.1%	64.0%	68.0%	75.7%	85.6%	88%	72.4%

kerb							
Vehicles that are double parked	63.9%	67.8%	67.5%	75.0%	73.9%	74%	70.3%

Cyclists express broadly similar views to the all respondents, which is unsurprising given they represent over half of all respondents. Pram and buggy users have a slightly higher incidence of problems with footway and dropped kerb parking than the majority of respondents, as do the users of walking aids. However, wheelchair and mobility scooter users clearly experience more problems with all three types of parking than any other groups - with over 90% of both groups experiencing problems with footway parking. The “other” group (which generally consists of dog walkers, including assistance dogs, parents with children on scooters and bikes, users of white canes and people who assist wheelchair users) also experience more problems with footway and dropped kerb parking than other respondents.

These experiences influence responses to other questions, with the groups most affected by footway, dropped kerb and double parking more likely to consider there to be too many exemptions to the provisions in the Bill than other groups.

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