



Department  
for Transport

# Parking on the pavement

What do you think?

## Questionnaire



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# Pavement parking

## Introduction

Thank you for responding to our consultation 'Pavement parking: options for change', your views will assist in deciding future policy for paving parking enforcement.

Closing date is 22 November 2020.

## Confidentiality and data protection

The Department for Transport (DfT) is carrying out this consultation to decide on the future of pavement parking enforcement policy including your:

- favoured option of enforcement
- views on all enforcement options
- views on the vehicles exempted from these proposals
- views on the effect of the policies on different societal groups

and your reasons in order to gain a thorough understanding of your viewpoint.

This consultation and the processing of personal data that it entails is necessary for the exercise of our functions as a government department. If your answers contain any information that allows you to be identified, DfT will, under data protection law, be the controller for this information.

In this consultation we're asking for:

Your name and email address, in case we need to ask you follow-up questions about your responses (you do not have to give us this personal information, but if you do provide it, we will use it only for the purpose of asking follow-up questions).

Plus as an individual we are asking for your views towards pavement parking in your local area and the reasons, to attempt to understand how much local action affects your viewpoint.

DfT's privacy policy has more information about your rights in relation to your personal data, how to complain and how to contact the Data Protection Officer. Your information will be kept securely and destroyed within 12 months after the consultation has been completed. Any information provided through the online questionnaire will be moved to our internal systems within 2 months of the consultation end date.

## **Personal details**

### **1. Your (for contact purposes only):**

name?

email?

### **2. Are you responding as: \***

an individual?

## **Problem**

### **3. Do you think vehicles being parked on the pavement is a problem in your area? \***

Yes

No (Go to Proposals question 14)

Don't know? (Go to Proposals question 14)

# What problems?

## 4. Pavement parking causes you problems because:

you have a sight impairment?

you have a mobility impairment?

you use a buggy or pram to transport children?

of another issue?

## 5. Would you leave home more often if there was no pavement parking? (Go to Proposals question 14 after answering)

Yes

No

Don't know?

*Questions 6 to 13 are for reply by Commercial Businesses only and do not apply to individuals, Question 14 is next.*

## Proposals

We are researching ways that we can address pavement parking problems and, as part of this, are already working to simplify the process for Traffic Regulation Orders (TROs), making them less time-consuming and burdensome to implement.

TRO's can be used by a council to prohibit pavement parking locally.

We are suggesting 3 options to address the problem of pavement parking, although we are not limited to these.

## **Option 1**

This involves completing the simplification work on TRO's but no additional action beyond this. TRO's allow councils to restrict pavement parking and set their own conditions for exceptions to these rules.

**Option 1 is explained in more detail in the consultation document.**

## **Option 2**

In addition to option 1 we would allow councils to enforce against 'unnecessary obstruction of the pavement'. This is not a general pavement parking prohibition like option 3, but instead empowers councils to issue Penalty Charge Notices in individual instances. However, this option, would include a suggested 20-minute exception, for business vehicles, allowing them to pavement park for up to this time in order to load or unload goods when no other choice exists, in places such as narrow streets. Standard exceptions would also apply for emergency service and utility vehicles.

**Option 2 is explained in more detail in the consultation document.**

## **Option 3**

In addition to option 1 we would introduce an England-wide pavement parking prohibition. Unlike option 2 which allows for enforcement of individual instances of obstructive pavement parking, this would prohibit pavement parking nationally, while allowing councils to implement local exemptions (such as for narrow streets where pavement parking is essential to ensure traffic flows) which would be shown by use of traffic signs

and bay markings. We also propose including a 20 minute exception, for business vehicles, allowing them to pavement park up to this time in order to load or unload goods when no other choice exists, in places such as narrow streets. Standard exceptions would also apply for emergency service and utility vehicles.

**Option 3 is explained in more detail in the consultation document.**

**14. Your preferred option is: \***

1, simplification of TRO's but no additional action?  
(Go to View on options)

2, in addition to option 1 allow councils to enforce against 'unnecessary obstruction of the pavement? (Go to View on options)

3, in addition to option 1 introducing an England-wide pavement parking prohibition? (Go to View on options)  
an alternative option?

# Another option

## 15. Describe your alternative approach.

## View on options

As part of our research we are asking for your views on options 2 and 3, irrespective of what you chose as your preferred option.

## Option 2: allow councils to enforce against ‘unnecessary obstruction of the pavement’

Option 2 – in addition to option 1 we would allow councils to enforce against ‘unnecessary obstruction of the pavement’. This is not a general pavement parking prohibition, but instead empowers councils to issue Penalty Charge Notices in individual instances. However, this option would include a suggested 20 minute exception, only applicable to business vehicles, allowing them to pavement park for up to this time in order to load or unload goods when no other choice exists, in places such as narrow streets. Standard exceptions would also apply for emergency service and utility vehicles.



**16. How would you define an 'unnecessary obstruction of the pavement'?**

**17. Do you think a warning notice should be given for first time offences of causing an unnecessary obstruction by parking on the pavement?**

Yes

No

Don't know?

**18. What do you think are the advantages and disadvantages associated with this option 2?**

## **Option 3: an England-wide pavement parking prohibition**

Option 3 – in addition to option 1 we would introduce an England-wide pavement parking prohibition. This would prohibit pavement parking as a default position, while allowing councils to implement local exemptions (such as for narrow streets where pavement parking is essential to ensure traffic flows) which would be shown by use of traffic signs and bay markings. This option would include a suggested 20 minute exception, only applicable to business vehicles, allowing them to pavement park for up to this time in order to load or unload goods when no other choice exists, in places such as narrow streets. Standard exceptions would also apply for emergency service and utility vehicles.

### **19. Do you think a national prohibition should apply: \***

on no roads (since you are against the proposal)? (Go to Option 3: an England-wide pavement parking prohibition question 21)

on all public roads within the country?

only on roads with speed limits up to 40mph (this includes roads in villages, towns and cities)?

in an alternative way of your description?

# **National prohibition**

**20. Should a national prohibition apply to:**

pavements only?

pavements and verges?

## **Option 3: an England-wide pavement parking prohibition**

Councils would exempt certain areas, where pavement parking remains essential such as narrow terraced streets with no off-street parking availability, by use of traffic signs and bay markings.

These signs and markings would be used to indicate to motorists where they were allowed to park.

**21. What are your views on the impact this would have on the built and historic environment?**

**22. What do you think are the advantages and disadvantages of option 3:**

for rural areas including villages?

for suburban areas ?

for town and city centres?

overall?

## **Option 2 environmental effect**

**23. Do you believe option 2 would have an impact on the environment?**

Yes

No (Go to Option 3 environmental effect question 25)

Don't know? (Go to Option 3 environmental effect question 25)

## **Option 2 environmental impact**

**24. What impact?**

## **Option 3 environmental effect**

**25. Do you believe option 3 would have an impact on the environment?**

Yes

No (Go to Exceptions question 27)

Don't know? (Go to Exceptions question 27)

## **Option 3 environmental impact**

**26. What impact?**

## **Exceptions**

For both options 2 and 3 we propose exceptions for:

- fire brigade purposes
- police purposes
- parking in accordance with a direction given by a constable
- ambulance purposes
- the provision of, or in connection with, urgent or emergency

health care, by a registered medical practitioner, registered nurse or registered midwife

- the purpose of saving life or responding to another similar emergency
- the purpose of providing assistance at an accident or breakdown
- postal services (within the meaning of section 125(1) of the Postal Services Act 2000)
- delivery, collection, loading or unloading of goods to, or from any premises, in the course of business (where this cannot reasonably be carried out without the vehicle being parked on a pavement; and the vehicle is so parked for no longer than is necessary for these purposes, and in any event for no more than a continuous period of 20 minutes)
- collection of refuse by, or on behalf of, the council
- street cleansing purposes by, or on behalf of, the council
- gritting or salting or the clearance of snow by, or on behalf of, the council
- road works by, or on behalf of, the council
- road maintenance (including street furniture) by, or on behalf of, the council
- street works by, or on behalf of, the council or statutory undertakers, including utility companies
- to comply with the duty in section 170 of the Road Traffic Act 1988 to stop after an accident

For option 3, we also propose an exception for any vehicle authorised by the council to be parked in a specified place at a specified time.

**27. What, if any, other additional vehicles or services would you like to exempt and why?**

## **Equality**

In developing its pavement parking policy, the department will give due regard to the objective of:

- eliminating discrimination
- advancing equality of opportunity
- fostering good relations

between people who share protected characteristics of:

- age
- disability
- gender reassignment
- pregnancy or maternity
- race
- religion or belief
- sex
- sexual orientation



**28. How do you think “option 2” will affect people who share the following protected characteristics of:**

eliminating discrimination?      advancing equality of opportunity?      fostering good relations between people?

**A = Positively   B = Negatively   C = No affect   D = Don't know?**

age, in  
respect of:

disability, in  
respect of:

gender  
reassignment, in  
respect of:

pregnancy or  
maternity, in  
respect of:

race, in respect of:

religion or belief,  
in respect of:

sex, in respect of:

sexual orientation,  
in respect of:

Where you indicated negative impact, describe your reasons why?

**29. How do you think “option 3” will affect people who share the following protected characteristics of:**

eliminating  
discrimination?

advancing  
equality of  
opportunity?

fostering  
good relations  
between  
people?

**A = Positively   B = Negatively   C = No affect   D = Don't know?**

age, in  
respect of:

disability, in  
respect of:

gender  
reassignment, in  
respect of:

pregnancy or  
maternity, in  
respect of:

race, in respect of:

religion or belief,  
in respect of:

sex, in respect of:

sexual orientation,  
in respect of:

Where you indicated negative impact, describe your reasons why?

*Questions 30 to 53 are for reply by Councils only and do not apply to individuals, Question 54 is next.*

## **Final comments**

**54. Any other comments?**

