

Pavement Parking Survey Questions

Q1.

Name:

Email:

Q2.

Are you responding as:

- An individual
- On behalf of an organisation

Q3.

Your organisations name is:

Q4.

Is your organisation a commercial business:

- Yes
- No

Q5.

Do you think vehicles parked on the pavement is a problem in your area?

- Yes
- No
- Don't know

Q6.

Your preferred option is:

- option 1
- option 2
- option 3
- an alternative option (please describe it)

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 - 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.

Q7.

How would you define an 'unnecessary obstruction of the pavement':

Q8.

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

Q9.

What do you think are the advantages and disadvantages associated with this option 2:

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.

Q10.

Do you think a national prohibition should apply:

- on no roads (since you are against the proposal)
- on all public roads within the country
- only on roads with speed limits up to 40mph (this includes roads in villages, towns and cities); or
- in an alternative way of your description (please describe)

Q11.

Should a national prohibition apply to:

- pavements only
- pavements and verges

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.

Q12.

What are your views on the impact this would have on the built and historic environment:

Q13.

What do you think are the advantages and disadvantages of Option 3:

- for rural areas including villages
- for suburban areas
- for town and city centre
- overall

Q14.

Do you believe option 2 would have an impact on the environment:

- Yes
- No
- Don't know

Q15.

What impact:

Q16.

Do you believe option 3 would have an impact on the environment:

- Yes
- No
- Don't know

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.

Q17.

What, if any, other additional vehicles or services would you like to exempt and why:

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*

Q18.

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
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:			
Age, in respect of:			

**** Select Positively, Negatively, No affect or Don't know****

Where you indicated negative impact, describe your reasons why:

Q19.

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
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:			
Age, in respect of:			

**** Select Positively, Negatively, No affect or Don't know****

Where you indicated negative impact, describe your reasons why:

Q20.

Are you representing a council:

- Yes
- No

We are asking for your views on options 2 and 3 for pavement parking enforcement regarding:

- *experiences*
- *staffing*
- *costs*

Q21.

Has your council introduced a TRO, or TROs, to implement pavement parking restrictions:

- Yes
- No
- Don't know

Q22.

How many pavement parking TROs did your council issue in:

- 2010
- 2011
- 2012
- 2013
- 2014
- 2015
- 2016
- 2017
- 2018
- 2019

Q23.

How long does a TRO take for you to put into place (in weeks):

Q24.

What is the average monetary cost (to the nearest £) of implementing a single TRO:

- Overall
- In administration cost
- In legal cost
- For advertising
- For traffic sign or road marking creation and installation costs

Q25.

	2019	2018	2017	2016	2015
number of injury claims made to your council in:					
number of injury claims made due to pavement parking in:					
number of injury claims for which compensation was paid in:					
number of injury claims made due to pavement parking for which compensation was paid in:					
total compensation paid for injury claims in:					
total compensation paid due to pavement parking in:					

Q26.

	2019	2018	2017	2016	2015
total spend on pavement repairs in					
the percentage of this total spend due to pavement parking:					

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Q27.

If your council has civil enforcement powers, and is permitted to enforce the offence of 'unnecessary obstruction', would your council elect to do this:

- Yes
- No
- Don't know

Q28.

What number of staff, in your authority, would need to learn the new enforcement guidance:

To enforce this offence your Civil Enforcement Officers would need to issue additional Penalty Charge Notices (PCN's). The cost of

- *issuing*
- *processing*

these PCN's is covered by the penalty income.

Q29.

Can you foresee any additional, unfunded costs outside of the normal costs of issuing and processing PCNs:

- Yes
- No
- Don't know

Q30.

In your authority area, estimate based on your total road network, on how much road pavement parking is necessary to ensure free-flowing traffic is maintained, give the amount:

- in kilometre
- as a percentage of the total road length

Q31.

What do you expect an assessment of your road network, in order to identify exemptions, to cost overall and how do the costs break down individually (£)?

Q32.

Would your authority need to provide more parking provision to implement option 3:

- Yes
- No
- Don't know

Provide any relevant evidence to support this view.

Q33.

Provide an estimate of the cost of implementing exemptions in your area including:

- staff costs
- traffic signing cost
- bay marking costs
- removal of signage for previously implemented TROs restricting pavement parking in your area

To enforce these offences your Civil Enforcement Officers would need to issue additional Penalty Charge Notices (PCN's). The cost of

- *issuing*
- *processing*

these PCN's is covered by the penalty income.

Q34.

Can you foresee any additional costs beyond issuing and processing PCNs

- Yes
- No
- Don't know

Q35.

What, if any, potential benefits (including any monetary benefits) do you think there will be for your authority from a national parking prohibition (such as existing costs being reduced):

The government is looking to local authorities to introduce more cycle facilities to encourage active travel.

Q36.

Do you think this will cause issues for a national pavement parking prohibition:

- Yes
- No
- Don't know

Q37.

Final Comments: