

# HOW TO TACKLE PAVEMENT PARKING IN YOUR AREA

[#PAVEMENTPARKING](#)

# HOW TO TACKLE PAVEMENT PARKING IN YOUR AREA

We believe that everyone should be able to rely on pavements being safe and clear, but unfortunately pavement parking is a major issue up and down the country. Cars, van and lorries parked on the pavements force people into the road, which is particularly dangerous for many, including blind and partially sighted people, parents with pushchairs and young children, wheelchair users and others who use mobility aids.

Living Streets is campaigning with allies such as Guide Dogs and the British Parking Association for a ban on pavement parking across England and Wales. (Excitingly, Scotland looks likely to have a pavement parking ban very soon.) While we fight for this national ban you can take action to tackle pavement parking in your area in a number of ways. Key to this is contacting your councillors via our easy to use online action.



**The rules on pavement parking are confusing.**

**Scotland passed a law banning it in 2019 – and is working out how to implement it now. In Wales local authorities have new powers to tackle it. And in England a consultation was held in 2020 on a nationwide ban, and it is against the law in London and Exeter. But in the rest of the country it is allowed if there is no exception in a specific area. You can campaign for the introduction of a ban on specific roads by pushing the local authority to bring in a traffic regulation order (TRO). It's important to remember that councils cannot control parking on private land, since this is under the control of the land owner.**

# WHAT CAN YOU DO TO STOP PAVEMENT PARKING IN YOUR AREA?

1

## Contact your local councillors to ask them to take action

Using our e-action you can send letters to your ward councillors to request that they fight for a TRO from your local highways authority. This TRO will be able to create a street or a collection of streets where pavement parking is not allowed. Visit: [www.livingstreets.org.uk/pavementparking](http://www.livingstreets.org.uk/pavementparking)



2

## Speak to people parking on the pavement

In some cases, a quiet word with the car owner might be enough for them to realise the issue they are causing and to change their behaviour.



3

## Raise awareness of the issue locally

You could write to your local newspaper and put our posters up in your windows to make people aware of the issue. (Please don't put anything on someone's car or fly-post though!)



4

## Report the obstruction/driving on the pavement to the police

Both causing an obstruction to the highway and driving on the pavement are illegal, and in some places reporting a poorly parked car to the police can be effective. The police have the power to remove cars if they are causing an obstruction (section 137 of the Highways Act 1980), but they don't have to use it. What defines an 'obstruction' is also debateable, which is why we want a new clear law in place.



5

## Start or join a Local Living Streets Group

Improve the streets in your neighbourhood by joining forces with others. Take your first step by visiting [www.livingstreets.org.uk/localgroups](http://www.livingstreets.org.uk/localgroups)

# HOW DOES THE TRO SYSTEM WORK?

The TRO system is complex and can seem daunting, so we have provided a quick overview of what your local authority will need to do when they heed your calls to take action.

TROs come in 3 types: **PERMANENT ORDERS**, **EXPERIMENTAL ORDERS**, and **TEMPORARY ORDERS**. Temporary orders are used to facilitate road works.

**Typical controls that can be introduced under TROs include waiting and stopping prohibitions, such as at bus stops, outside schools, or on footways/verges, and loading/unloading prohibitions.**

## PERMANENT ORDERS

1

### Publication of proposals

The order making authority must advertise the proposal in a local newspaper, send the proposals to statutory consultees, and make documents available for the public. They can, but don't have to, provide on-street notices, deliver letters/leaflets, and provide details online.

2

### Consideration of objections

There are 21 days after the proposals are published for objections to be made. These must be considered by the relevant decision maker.

3

### Public inquiry

In some cases authorities must hold a public inquiry. They are required to do so only where the proposal relates to prohibitions on loading and unloading before 7am, between 10am and 4pm, after 7pm or at all times and there are unwithdrawn objections (excluding frivolous and irrelevant objections which can be ignored).

4

### Making an order

Before bringing the provisions of an order into force, an authority must "make" the order and within 14 days publish a notice in a local paper. An order cannot be made until after the last day by which anybody may object.

## EXPERIMENTAL ORDERS

These are easier to make as there is no need to advertise a notice of proposals, nor a requirement to consider objections (except those from the police). The advantage of an experimental traffic order is that it allows local authorities to test local solutions (e.g. parking in marked bays) and to respond to residents' feedback before making an order permanent.

**Experimental schemes can last for up to 18 months. An experimental order made for a shorter period (and which has been in continuous operation) can be extended to 18 months. Within that period:**

**6 months is allowed for formal objections to be made**

**12 months is allowed for changes to be made**

**18 months is allowed before the order must either be made permanent or revoked. If the 18-month period expires, the order becomes invalid**

Source: Traffic Regulation Orders And Parking, Parking Practice Notes Revised October 2008, British Parking Association

## CASE STUDY

# LEICESTER CITY COUNCIL

Leicester City Council had an issue with pavement parking which was reported to the City Mayor in 2014/15. The council felt that it would be impractical to have a City-wide ban on footway parking but agreed to establish pilot areas in the City to control footway parking via a TRO.

The scheme, which was the first of its kind in the city, includes designated car parking bays painted partly on the pavement and partly on the road. The bays allow enough room for pedestrians, wheelchairs and pushchairs to use the pavement safely, and also leave enough room for cars to continue to use the highway.

Pilot areas were selected based on current levels of footway parking and concerns expressed by residents. The pilot areas are being monitored and assessed with a view to implementing in other areas affected by footway parking issues.

Civil enforcement officers working on behalf of the city council will be patrolling the new parking arrangements.

Whilst half-on half-off parking in some locations is not ideal, it is good to see progress. Across the country you can push for stronger action and get a proper ban in your areas.



Leicester City Council's director of city highways, Martin Fletcher, said:

**“WE HAVE DESIGNED THIS PILOT SCHEME AFTER CONSULTATION WITH LOCAL RESIDENTS AND ADVICE FROM LOCAL POLICE, WARD COUNCILLORS AND THE CITY MAYOR, TO SEE HOW BEST TO TACKLE THE ISSUES RAISED CONCERNING PARKING.”**

Read more: <https://news.leicester.gov.uk/news-articles/2017/may/controlled-pavement-parking-scheme-comes-into-effect/>

# WRITE TO YOUR COUNCILLORS

Here is our template letter to easily contact your ward councillors and push them to work to tackle pavement parking. Send this online via [www.livingstreets.org.uk/pavementparking](http://www.livingstreets.org.uk/pavementparking)

Dear <Cllr Smith>

I am writing to you as a constituent in <ward.name> ward as I am concerned about the danger of pavement parking in our ward. I am specifically concerned with <road names>.

I believe that everyone should be able to walk on pavements without worrying about vehicles blocking their way. Unfortunately cars parked on pavements force people into the road, which is particularly dangerous for many, including blind and partially sighted people, parents with pushchairs and young children, wheelchair users and others who use mobility aids. Pavement parking also contributes to the issue of loneliness as some people struggle to leave the house if they aren't able to use the pavements.

Pavement surfaces are not designed to carry the weight of vehicles, and the added maintenance cost of repairing cracked and damaged paving adds an unnecessary financial burden to our already cash-strapped council.

I would like you to raise this problem with the highways authority and parking control on my behalf. I would like you to work with your colleagues in the relevant authority to apply for a traffic regulation order on <roads> to ban pavement parking.

You have a real opportunity to take a proactive lead on pavement parking in <ward name> ward and to ensure that our area is accessible to everyone on foot and a neighbourhood where walking is prioritised. I look forward to your reply, and to working with you for the safety, health and mobility of everyone living in and visiting our ward.

Best wishes,

<Name>

<Address>

# WRITE TO YOUR LOCAL PAPER

Here is our template letter to easily contact your local papers about your concern on pavement parking. Send this online via [www.livingstreets.org.uk/pavementparking](http://www.livingstreets.org.uk/pavementparking)

Dear Editor,

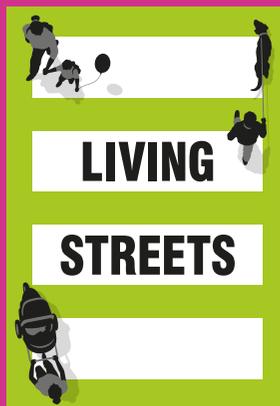
Everyone should be able to walk on pavements without worrying about vehicles blocking their way. Cars parked on pavements force people into the road which is particularly dangerous for many, including blind and partially sighted people, parents with pushchairs and young children, wheelchair users and others who use mobility aids.

Pavement surfaces are not designed to carry the weight of vehicles, and the added maintenance cost of repairing cracked and damaged paving adds an unnecessary financial burden to our already cash-strapped council.

<Council name> have a real opportunity to take a proactive lead on pavement parking, and should be applying for traffic regulation orders to ban pavement parking across the area.

Yours,

<name>



**WE ARE LIVING STREETS, THE CHARITY FOR EVERYDAY WALKING.  
OUR MISSION IS TO ACHIEVE A BETTER WALKING ENVIRONMENT  
AND INSPIRE PEOPLE TO WALK MORE.**

**Living Streets (The Pedestrians' Association) is a Registered Charity No. 1108448  
(England and Wales) and SC039808 (Scotland)  
Company Limited by Guarantee (England & Wales), Company Registration No. 5368409.  
America House, 2 America Square, London EC3N 2LU**