

Pavement Parking: Problems and Solutions

Report of event held on 9th October 2017

at The Foundation event space, Triodos Bank
Lower Ground Floor St George's Road Bristol BS1 5BE

Suzanne Audrey
on behalf of Bristol Walking Alliance



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What can we do? Four actions we can take now ...

1] Sign the Bristol Walking Alliance petition at:

http://epetitions.bristol.gov.uk/epetition_core/community/petition/3848

2] Start a local campaign using the RNIB and Living Streets resources available at:

<http://www.rnib.org.uk/campaigning-campaign-resources-my-street/cars-pavement>

<https://www.livingstreets.org.uk/what-we-do/key-issues/pavement-parking>

3] Contact your MP, the Mayor of Bristol and your local councillors and ask

them to support Bristol having the same regulations as there are already in London:

Pavement parking is banned throughout the 32 London boroughs, and the City of London under the Greater London (General Purposes) Act 1974. The Highway Code states; 'You MUST NOT park partially or wholly on the pavement in London'. All councils in London can and should enforce this law by issuing parking tickets to any vehicles parked on pavements, unless there is a sign there that specifically permits it.

4] Comment on the Accessibility Action Plan. Action 39 states: *"We will begin a survey to gather evidence and identify examples of improvements that could be made to the wider process for making Traffic Regulation Orders, by autumn 2017. This evidence will help inform our approach to tackling pavement parking."* **Ask the Department for**

Transport to ban pavement parking as is already the case in London. The consultation period is **24 August - 15 November 2017**. The consultation document is at:

<https://www.gov.uk/government/consultations/draft-transport-accessibility-action-plan>

To request a copy or make a comment contact:

Accessibility Action Plan Consultation

Department for Transport

Zone 2/14, Great Minster House

33 Horseferry Road

London SW1P 4DR

Email: AAPConsultation@dft.gsi.gov.uk

Outline of the event

- 11.00am Welcome, housekeeping, outline of the day
- 11.05am Alan Morris, Bristol Walking Alliance
- 11.10am **Problems and solutions (1)**
Gordon Richardson, Bristol Disability Equality Forum
Patrick Williams, Sustrans
Questions and comments
- 11.40am **Problems and solutions (2)**
Jess Read, University of Bristol & Bristol City Council
Ben Barker, Greater Bedminster Community Partnership
Questions and comments
- 12.10 *Comfort break (5 minutes)*
- 12.15 **Impact on Public health?** Suzanne Audrey, University of Bristol
- 12.25pm **Small group discussions:** What can we do?
- 12.45pm **Plenary**
- 1.00pm Close of session

Light lunch and informal conversations

Bristol Walking Alliance

Alan Morris, Chair

Bristol Walking Alliance is a consortium of organisations and individuals campaigning to improve Bristol's walking environment. We want to create an environment for those on foot that is:

- **welcoming** – with well-maintained and generous pedestrian space in attractive surroundings
- **safe** – designed to be safe and to feel safe
- **convenient** – direct routes free of impediments
- **inclusive** – usable by all regardless of age, gender, financial circumstances or level of fitness.

We want transport expenditure on improving the walking environment to be clearly identified and to increase by 10% a year.

- Website: <http://www.bristolwalkingalliance.org.uk/>
- To support BWA and receive communications:
supporters@bristolwalkingalliance.org.uk
- Other enquiries: enquiries@bristolwalkingalliance.org.uk

Bristol Walking Alliance has set up a petition which can be signed online at:

http://epetitions.bristol.gov.uk/epetition_core/community/petition/3848

Bristol Walking Alliance pavement parking petition

We call on the Mayor to ban parking on pavements in Bristol.

We ask the Mayor, councillors, officers, partner agencies and Bristol's four MPs to:

- **Raise public awareness**
- Support the initiative to **make pavement parking a clear offence**
- Until it is an offence, **use existing new Traffic Regulation Orders**

Paper copies of the petition are also available from Bristol Walking Alliance.



Gordon Richardson

There are considerable difficulties navigating along pavements when using a wheelchair if cars are parked on pavements. It is not possible for wheelchair users to hop on and off the pavements. This can result in people being unable to get to their destination at all, or having to go back to the nearest drop curb, leaving the pavement and either travelling in the road or crossing to the other side until there is an opportunity to get back on to the desired route.

Research undertaken by **RNIB** shows that people with sight loss collided with cars parked on pavements more than any other pavement obstruction. The RNIB Guide “What can I do about... cars on pavements” contains relevant knowledge and ideas to get a campaign started to address the problem.

<http://www.rnib.org.uk/campaigning-campaign-resources-my-street/cars-pavement>

Guide Dogs are campaigning for standardised law across the country:

- drivers must not park on the pavement unless in specifically designated area, in line with Greater London
- would make it clear that pavement parking should be the exception, not the norm
- would give local authorities real power to tackle this problem

Guide Dogs conducted a survey which showed 90% of blind / partially sighted people had experienced a problem with a pavement parked car

<http://www.guidedogs.org.uk/news/2014/july/guide-dogs-backs-proposed-pavement-parking-law#.WcjOf7KGPIV>

The Equality Act 2010

It is unlawful for public authorities, including highways authorities, to discriminate in the exercise of a public function. There is a duty to make reasonable adjustments including changing practices, policies and procedures which have a discriminating effect.

Equality Act Public Sector Equality Duty (PSED)

Public authorities, including highways authorities, are required to have due regard to the need to eliminate discrimination under the Equality Act and to achieve equality of opportunity between disabled and non-disabled people. Those responsible for the street environment have a responsibility to tackle problems that make a highway inaccessible for disabled people.

Accessibility Action Plan

The **Department for Transport** has acknowledged problems in introducing and enforcing pavement parking prohibitions (outside of London) relate to the processing of Traffic Regulation Orders. The Department for Transport are currently consulting on the Accessibility Action Plan. The consultation period is **24 August - 15 November 2017**. A summary of responses, including the next steps, will be published following closure of the consultation.

Copies of the consultation document, can be found at

<https://www.gov.uk/government/consultations/draft-transport-accessibility-action-plan>

To request a copy or make a comment contact:

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Easton Safer Streets

Help us create safer and more pleasant streets in Easton



Patrick Williams

A Sustrans Community Street Design Project in partnership with Bristol City Council

Phase 1: Issues and opportunities

The purpose of this stage was to provide opportunities for people to discuss what would encourage them to walk and cycle more in Easton.

Phase 2: Priorities

The purpose of this phase was to agree a series of focussed priority areas, as well as determining the level of appetite within the community for various design approaches. Parking on pavements and at corners forcing people onto roads was identified as a problem.

Phase 3: Co-design

Five workshops were held. The purpose of the workshops was to discuss the general strategy, and begin to agree a more refined approach to improvements at each of the focus junctions. A solution for pavement parking was to increase pavement width where possible with bollards to protect the pavement and stop pavement parking.

Conclusion

The geographical extent of project delivery has been prioritised and agreed, and a series of co-design workshops have developed and agreed outline proposals, providing a series of community led design solutions meeting the needs of the Easton Community.



Ben Barker MBE

A local experiment was conducted in Southville which aimed to: explain to residents the problems caused by pavement obstructions, and; encourage people to consider their neighbours who may be adversely affected. The experiment had some limited effect. The two letters, including the results, are reproduced on pages 9 and 10.

Oxford Pedestrians Association tried a similar strategy in conjunction with Oxfordshire County Council. A5 'Pavements are for People' leaflets, which included the council and police logos, were placed on offending cars.

Hertfordshire police have taken positive action through '**Operation Pram**'. Officers push a baby buggy along pavements. If it is obstructed by a car parked on the pavement, a fine is issued. Chief Inspector Gerry McDonald said: "After numerous complaints from members of the public about not being able to get wheelchairs, pushchairs and other items through on pavements, we started the operation to educate people. Using a pram as a measure clearly illustrates the issue and we are trying to find a balance between the needs of everyone, but what I can't have is parents and buggies and disabled people being forced into the road and that is why we are using this tool."

The Park Road experiment: a tale of two letters

Park Road, Southville, is part of an important route linking the city centre with upper North Street near the Tobacco Factory. The pavements and roadway are narrow and frequently partially or wholly blocked: pedestrians, can be forced out into the roadway or deterred altogether. The road is basically five strips: a central space for moving vehicles flanked on either side by parking boxes delineated by BCC as part of the RPS and flanked again by narrow pavements. Letters were delivered to every house in the street.

First letter

Dear resident,

The Greater Bedminster Community Partnership is a consortium of individuals and groups living and working in the two electoral wards of Southville and Bedminster. We work very closely with both Bristol City Council and Avon and Somerset Police as well as dozens of business, voluntary and community organisations in trying to make the area a better place for everyone. Recently, we have been talking to some residents of the area who have difficulty moving through some local streets. Some of these residents have sight or mobility issues. Others are pushing buggies.

They have identified your road as one of several that are a bit of a problem. Clutter on the pavement can cause people to trip, especially if they are partially sighted, and sometimes, it forces them out into the road, especially if they are in a wheelchair or pushing a buggy. As in most streets, the clutter on your narrow pavements arises from three main causes:

Cars parked on the pavement. We note that most cars in Park Road are actually parked in the boxes that have been laid out by the council and would urge all residents to park in this way. The Highway Code says that parking on the pavement is only allowable with special permission from the local council. This has not been given. **If there is some reason why you cannot park in the box, please contact us.**

Recycling bins and other clutter. Most people put their bins off the pavement shortly after they are collected. We would like everyone to do this. **If there is a reason why you cannot do this, please contact us.**

Overhanging bushes. Some plants grow quickly and can easily spread into the area reserved for pedestrians. Please cut these back as necessary. **If there is a reason why you cannot do this, please contact us.**

Of course, the situation becomes much worse where all three of these situations occur together.

Hopefully, neighbours can help each other, for example by removing bins from the pavement if the person next door is away or by lending your shears to others in the street.

If you do need to contact us, send a message to gbcnewsletter@gmail.com or leave a note at Southville Centre as they have agreed to help out by collecting messages.

Also, BCC's Neighbourhood Enforcement Team now have a facebook page for reporting obstructions such as cars and bins. It's <http://www.facebook.com/NETBristol/>.

As well as the issue above, we are interested in the views of everyone in our area as well as in identifying people who want to help out. You know how to reach us.

Thanks very much for your help and understanding.

Second letter

Dear resident,

Thank you for your response to our letter that went out in January. We've attached the first letter to this one, in case you missed it. Park Road now seems very much easier for people to walk through. There seems to be less recycling bins and other obstacles on the pavement, outside bin day. Overhanging bushes are not a problem, but we are not yet into the growing season. **However, car parking on the pavements is still quite high.** Here are the results of recent surveys undertaken by people passing through the street.

Wednesday, January 25, afternoon.

Evens: 19 vehicles with 9 on the footway. 47%

Odds: 13 vehicles with 9 on the footway. 69%

This was the day before the delivery of the first letter.

Wednesday, 1 February, afternoon.

Evens: 17 vehicles with 3 on the footway. 18%

Odds: 13 vehicles with 7 on the footway. 54%

Monday, 6 February, morning.

Evens: 16 vehicles with 4 on the footway. 25%

Odds: 12 vehicles with 6 on the footway. 50%

Sunday, 12 February, morning.

Evens: 21 vehicles with 6 on the footway. 29%

Odds: 13 vehicles with 9 on the footway. 69%

These are just snap shots, but they do suggest that less (slightly less?) people are parking cars on the pavement. A good start!!

Of course, Park Road is narrow compared even to other local roads. We've been in contact with BCC traffic people and they say that they think the road is wide enough to allow traffic through, even with two lines of parking and without parking on the pavement. If they did not think this, and they accept that it is a fairly close call, they would only permit parking on one side of the road. This option still remains available and some residents clearly think that the central strip is too narrow.

BCC has provided resident parking spaces which they consider to be adequate. They believe the roadway between the two lines of parked cars is wide enough for passing vehicles and cycles. As well as meeting these needs, BCC also has a duty to see that pedestrians, especially those with disabilities, are not impeded by obstacles on the footway. BCC has also made the point that parking on the pavement adds considerably to its wear and tear and thus the cost of repairs.

It seems that most people on Park Road park 'correctly' i.e. in the marked parking area and off the pavement. Thank you for that. We would urge other residents to follow the example of their neighbours. You can contact us on gbconewsletter@gmail.com

Thank You Very Much for Your Help and Understanding

iWalk

Innovations in Inclusive Walking

to deliver co-benefits in transport and public health

Jess Read

ESRC-IAA funding: University of Bristol working with Bristol City Council

Disclaimer: The views expressed do not represent a formal position held by Bristol City Council.

Bristol is in the bottom third of the league in terms of premature mortality (103rd from 150). Levels of walking are at a historic low in England. Bristol's population has not increased a great deal in the last 40 years (1971: 428,089 and 2015: 449,300). Over the same period, the number of cars and vans owned in Bristol has tripled and the percentage of households without a car has dropped from 49% to 29%, well below the core city average of 38%.

The *iWalk* project identified ten innovations for inclusive walking. Innovation 3 is '**Ban pavement parking**'. Cars and vans are stationary more than 95% of the time: equivalent to >300,000 cars and vans parked in Bristol at any given time, or 420 football pitches worth of car parking, or 14 Victoria Parks worth of car parking.

Locally activated TROs do not work. They are time consuming to implement. While it is not illegal to park on pavements, it is against the law to block the pavement with a vehicle. Police can enforce this as an obstruction. It is also illegal to drive on the footway, there is residual confusion about police needing a witness to enforce this.

A narrow pram 60cm is a super direct action, but is not an adequate measure of accessibility: 2 metres is a more accessible and inclusive width. Clarity is needed with regards to both the footway and the road.

We need to rethink parking, and how we use this space in cities to support our mental and physical health.

Impact on Public Health

Dr Suzanne Audrey

Bristol Medical School, University of Bristol



Why do people park on pavements?

A survey of 1,500 licence holders by Co-op Insurance found 39% mount the kerb sometimes when they park, and estimated 17.5m motorists based on the ONS figure of 45.5m active drivers. Reasons given by drivers: 73% to prevent traffic obstructions for other road users where the streets are narrow; 20% copying other drivers, and 12% to avoid their cars being clipped or scratched.

Brian Gregory, Alliance of British Drivers: "Pavement parking is often sensible and considerate behaviour. It can cut congestion, enable crucial access for emergency vehicles and increase precious parking provision without adverse effects. Delivery drivers often bump up onto the kerb to facilitate free flow of traffic. Indeed on many estates, without pavement parking residents would have nowhere to park. This has been recognised by many councils who have sensibly provided for it."

Impact on public health?

Parking on pavements restricts the ability of some people to get out and about, and in turn:

- Neighbourhood attributes of poor access to amenities, poor neighbourhood quality and neighbourhood deprivation are associated with the reporting of poor health.¹
- Social isolation, loneliness and living alone correspond to an average of 29%, 26%, and 32% increased likelihood of mortality.²
- High walkability may promote health and is related to healthier weight status especially in low income neighborhoods.³

1. Poortinga et al. Perceptions of the neighbourhood environment and self rated health: a multilevel analysis of the Caerphilly Health and Social Needs Study. *BMC Public Health* 2007;7:285.

2. Holt-Lunstad J et al. Loneliness and social isolation as risk factors for mortality: a meta-analytic review. *Perspect Psychol Sci* 2015;10:227-37.

3. Van Cauwenberg et al. Neighborhood walkability and health outcomes among older adults. *Health and Place* 2016;37:16-25.

Impact on public health?

- Urban form is linked to physical activity e.g. street connectivity, access to recreational spaces, walkable commercial destinations
- Land-use patterns may contribute to population obesity and conditions linked to lack of physical activity, such as depression
- “Eyes on the street” can deter crime and social disorder where residents observe and participate in activities on their streets
- Some evidence suggests walkable neighbourhoods increase social ties, trust and civic participation
- Walkable neighbourhoods may be more socially diverse, suggesting interaction fosters social tolerance
- Urban designs fostering casual social interaction may facilitate neighbourhood improvements, neighbourly care and social support.

King K, Clarke P. A Disadvantaged *Advantage* in Walkability: Findings From Socioeconomic and Geographical Analysis of National Built Environment Data in the United States. *Am J Epidemiol* 2015;181:17–25.

Acknowledgments

Thank you to everyone who participated in the event or contributed their views about pavement parking. Thanks also to: Healthy City Week Bristol and Bristol Green Capital Partnership for support in organising and publicising the event; Bristol Health Partners for refreshments and support on the day, and; Triodos Bank for use of The Foundation event space.

Some comments from people unable to attend the event

An older person's perspective

- 84-year-old man, wife aged 85 years
- Many people affected are not on-line: unable to contribute to event/petition
- Pavement parking increasing (Fishponds): sometimes whole vehicle
- Wife's mobility scooter licensed "for pavement use only". If forced into road because of pavement parking – is this breaking the law, what if there is an accident?
- City Council and police do nothing
- If there are laws about pavement parking, they must be enforced

[Summary of telephone conversation]

We need a holistic approach ...

- Just as pavement parking is an access issue, so is not being able to park near your house if you are reliant on a car to have an independent life
- For vulnerable women, close access to a car is an equalities issue
- A holistic approach needs to include businesses, people who need cars to work and to deliver essential services
- The wider environmental impact of banning pavement parking could lead to digging up front gardens to put in a domestic parking space. What is the impact on drainage and flood risk of paving over gardens? Is this also part of the debate?

[Summary of email correspondence]

A contentious issue ...

"A couple of years ago I sent photos of pavement parking to our local councillors, as I was concerned about the problem in our area, BS6. The response was that they acknowledged that the problem had been exacerbated by the recent expansion of RP Zones and that the issue was contentious. Pavement parking has not decreased since then and seems unlikely to do so." *[Email correspondence]*

Can, or will, councillors do anything?

"Parking around the Harbourside is at times very bad. People park their cars on pavements, cobbled areas, on yellow lines, in no parking areas. Bollards are being taken down allowing people to park without any charge. I wouldn't mind so much if the council were getting revenue from parking in these areas. The areas that I have noticed over the years are by the Lloyds Bank building, Spitfire, Arnolfini, Olive Shed, The Cottage. I have tried to contact the council, but it is almost impossible to contact them about parking problems. I have had some success by contacting a councillor Mark Wright who was helpful and contacted the council." *[Email correspondence]*

Written comments on the whiteboard

No point in a ban without enforcement →

If a ban is in place potential for setting up community groups around the city to take photos of pavement parking / fliers on cars and aid enforcement and get the message out to drivers.

What is the point of collecting evidence/ petitions/ councillors/ raising money from section 106 and in the end nothing happens?

↓

Why is change not happening?

Enforcement

- Education
- Public Engagement
- Campaigning

3 things in the next 5 years

- Electric cars
- Pool cars
- Autonomous connected cars

Political will

Give people options

Budget

Reduce cars on the road by enforcement/clamping/removal

Include health economics in business case evaluation

More one-way streets

Stop garages being converted

Evidence from European cities shows parking space removal is necessary for effective walking cycling infrastructure to be feasible

Full mix of parts of the solutions to a different way of managing streets + travel

Additional comments in evaluation forms

Sort out pavements in local area as no one else seems able. Enforcement is badly needed in North Bristol.

Interested in potential work links in other parts of Bristol. There's a connection between achieving political objectives and campaigning for them.

Campaign harder for public spaces to be for people not motor vehicles.

Want to follow up idea of taking photos and sharing with police as it is illegal.

Just walk more. Hopefully be able to support changes to pavement parking.

Gave me an opportunity to reflect on local issues. Please send slides to me.

Will work with my local community to engage with them about this issue to lead to improvements in accessibility.

Terrifying metaphor 'filtering air through our children's lungs.'

Report Street Parking Problems.

The need to model and budget for walking and cycling.

Met people in person that previously only interacted with online.

I am surprised no sessions addressed the intervention of enforcement.

No discussion about how we get to many of the solutions. Not allocating time for genuine questions, just returning to the same and loudest speakers. Allow more time for issues separately.

Attendance list

Name	Organisation
J Butler	Public
Patrick Williams	Sustrans
Helen Furber	Public
Gordon Richardson	Bristol Walking Alliance and Bristol Disability Equality Forum
James Lynch	
Ben Barker	Greater Bedminster Community Partnership and Bristol Walking Alliance
Kevin Molloy	Public
Mike Bell	RNIB (Royal National Institute of Blind People)
Roger Gamlin	Stoke Bishop Residents Planning Group
David Wilcox	Public
Aimee Claire Eyermann	Bristol City Council
Janet Bremner	Public
S Bull	Bristol City South
Cllr Jon Wellington	Bristol City Council and University of Bristol student
Cllr Martin Fodor	Bristol City Council
Anna King	
Tony Wilson	Bristol Older People's Forum
Jo Curtis	Church Road Action Group
Gillian Seward	Bristol Older People's Forum
Alan Morris	Bristol Walking Alliance
Ash Bearman	Shirehampton Community Action Forum
Graham Donald	Westbury and Henleaze Liberal Democrats
Roger Sabido	Ambition Lawrence Weston
Paul Wheatcroft	Individual
Margaret Burgess	Public
Mark Pepper	Ambition Lawrence Weston
John Sargeant	Public
Cllr Steve Pearce	Bristol City Council
Mark Brough	
Nicollette Vincent	Friends of Brandon Hill
Claire Jacob	Bristol Green Capital Partnership
Zoe Banks Gross	Easton Energy Group/Self
Cllr Anthony Negus	Bristol City Council
Rob Bryner	University of the West of England (UWE) planning student
Cllr Liz Radford	Bristol City Council
Suzanne Audrey	Bristol Walking Alliance, SHINE, and University of Bristol
Jess Read	<i>iWalk</i>
Zoe Trinder-Widdess	Bristol Health Partners
Jan Corbett	Bristol Health Partners
Louise Osborne	Bristol Health Partners
Vicki Woolley	Bristol Green Capital Partnership