

Pavement parking

Personal details

Q1. Your (for contact purposes only):

name? Richard Walker

email? richard.walker@colchester.gov.uk

Q2. Are you responding as:

on behalf of an organisation?

Organisation details

Q6. Your organisation's name is?

North Essex Parking Partnership

Q7. Is your organisation a commercial business?

No

Problem

Q13. Do you think vehicles being parked on the pavement is a problem in your area?

Yes

Proposals

Q14. Your preferred option is:

an alternative option?

Another option

Q15. Describe your alternative approach.

A combination of Options 1 & 2 - Option 1 is most welcome as it stands but for Option 2 to include also some other forms of Obstructive Parking on the carriageway - for instance near junctions - and to dissuade the use of footways where subterranean services may be damaged by the proposed exemption, and also to reduce the monitoring time to 10 minutes in common with other parking grace periods.

Option 2: allow councils to enforce against 'unnecessary obstruction of the pavement'

Q16. How would you define an 'unnecessary obstruction of the pavement'?

Where the footway is blocked. This may be in any way, or to the extent that a wheelchair user, sight mobility impaired person, or family group would have difficulty passing along the footway without being forced into the carriageway. Without wishing to be drawn into circumstances requiring exact measurements (and any unintended loopholes which that may cause), a distance of 4ft, or 123cm available room is considered a minimum where such space exists on the footway.

Q17. Do you think a warning notice should be given for first time offences of causing an unnecessary obstruction by parking on the pavement?

No

Q18. What do you think are the advantages and disadvantages associated with this option 2?

Being clear where vehicles presently parked on the footway might otherwise go and park instead - and, without a clear '4 foot' measure (most motorists have actual feet available if not a tape measure), difficulty in knowing what is or is not allowed, or is nearly allowed, but couldn't be avoided - and difficulty in proving no loading is taking place if 20 mins grace were to be allowed. A thorough and enforceable description of 'Obstruction' is required.

Option 3: an England-wide pavement parking prohibition

Q19. Do you think a national prohibition should apply:

in an alternative way of your description?

in built up areas with wide footways where there are other kerbside restrictions (i.e. as now) - but not to 'business vehicles' - how could they be identified?

National prohibition

Q20. Should a national prohibition apply to:

pavements and verges?

Option 3: an England-wide pavement parking prohibition

Q21. What are your views on the impact this would have on the built and historic environment?

This would encourage unnecessary signage clutter and expense in provision and maintenance, and without other reforms could mean lengthy and unnecessary additional regulations to support where parking is to be allowed in some areas. Conservation areas could come into conflict between the need to sign sufficiently and the need to reduce signage clutter - and prove difficult at Adjudication.

Q22. What do you think are the advantages and disadvantages of option 3:

for rural areas including villages? In some rural villages the only places to park excess light vehicles is on verges and footways - to prohibit entirely the use of wide footways for light vehicle parking could be to cause additional carriageway issues and the need for further extensive and expensive carriageway controls to combat unintended consequences of removing this parking. Many rural areas have light-touch patrols with difficulty in terms of patrols travelling and accessing (and themselves parking) to check.

for suburban areas ? May cause overflow issues the only places to park excess light vehicles is on verges and footways - and demands for additional hardstanding or blocking sideroads to emergency vehicles because of the referred additional carriageway parking and other unintended consequences. Referred parking may affect cycle routes near the kerbside (formal or informal).

for town and city centres? May cause overflow issues into residential streets requiring the expense of additional parking restrictions or controls - especially where space is at a premium; may however prevent damage to paving and other subterranean services

overall? enhances safety by vulnerable groups not having to enter live carriageway to divert around selfish footway parking by blocking progress. Referred parking moved away from footways etc. may cause unintended consequences.

Option 2 environmental effect

Q23. Do you believe option 2 would have an impact on the environment?

Yes

Option 2 environmental impact

Q24. What impact?

Ability to control parking and reduce damage to footway surfaces/subterranean services. May encourage motorists to consider reducing reliance on the private car if nearby parking is not as available. Does not need to require additional signage to be present to prohibit or enable parking.

Option 3 environmental effect

Q25. Do you believe option 3 would have an impact on the environment?

Yes

Option 3 environmental impact

Q26. What impact?

May be negative if this option requires additional signage to make areas available for parking; may blight areas by referring parking from footways to other areas of carriageway, and may encourage circulation and congestion if motorists have difficulty finding a place near where they desire to park. May cause carriageway congestion in other traffic and start/stop air quality issues if parking is referred to other areas of the highway/carriageway.

Exceptions

Q27. What, if any, other additional vehicles or services would you like to exempt and why?

In some circumstances, bullion vehicles.
 In some circumstances, diplomatic vehicles.
 In some circumstances, wedding cars and their cortège.
 In some circumstances, hearses and their cortège

Equality

Q28. 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?
age, in respect of:	Positively	Positively	No affect
disability, in respect of:	Positively	Positively	Positively
gender reassignment, in respect of:	No affect	No affect	No affect
pregnancy or maternity, in respect of:	Positively	Positively	No affect
race, in respect of:	No affect	No affect	No affect
religion or belief, in respect of:	No affect	No affect	No affect
sex, in respect of:	No affect	No affect	No affect
sexual orientation to:	No affect	No affect	No affect

Q29. 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?
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race, in respect of:	No affect	No affect	No affect
religion or belief, in respect of:	No affect	No affect	No affect
sex, in respect of:	No affect	No affect	No affect
sexual orientation to:	No affect	No affect	No affect

Council

Q30. Are you representing a council?

Yes, continue to council questions.

Impact on councils

Q31. Has your council introduced a TRO, or TROs, to implement pavement parking restrictions?

Yes

No pavement parking restrictions

Q32. Why not?

Cost, signage

Pavement parking restrictions

Q33. How many pavement parking TROs did your council issue in:

2010? -

2011? -

2012? -

2013? -

2014? -

2015? -

2016? -

2017? -

2018? -

2019? None specifically to allow parking on the pavement but we have introduced restrictions in the carriageway designed to prevent parking on the pavement

Q34. How long does a TRO take for you to put into place (in weeks)?

26 weeks approx. after Joint Committee agreement, but we can put them in sooner than this if required. We would like to be in a position to have them all completed within 12 weeks for permanent orders. Weather however is an issue especially with line painting which is not possible in the winter months.

Q35. What is the average monetary cost (to the nearest £) of implementing a single TRO:

overall?	£3000
in administration cost?	£800
in legal cost?	£200
for advertising?	£1500
for traffic sign or road marking creation and installation costs?	£500

Option 2

Q38. 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

Choosing to enforce option 2

Q39. What number of staff, in your authority, would need to learn the new enforcement guidance?

70

Q40. Can you foresee any additional, unfunded costs outside of the normal costs of issuing and processing PCNs?

Yes

Additional costs

Q41. What are these costs (list the individual costs and the total average expenditure based on a per annum basis)?

If initial warning notices are required either explicitly or implied because of decisions made by Adjudicators, then income from these unpaid PCNs would be lost and need to be fully funded - est. £34 loss per PCN issued (regardless of outcome). Having an officer (1FTE) allocated to unproductive work of this nature could cost £55-58k pa inc all on costs, training, equipment, etc.

Option 3

Q42. 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 kilometres? -

as a percentage of the total road length? 5% - as an estimate, because of the amount of old town centres that we have in NEPP plus areas like New Town where the Victorian Street carriageways are not very wide

Q43. 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 (£)?

We would need consultants to carry out an assessment and survey of the following town centres: Colchester (including Wivenhoe), Harlow, Clacton, Harwich, Saffron Walden, Epping, Loughton and Buckhurst Hill. We feel that an estimate of £50k is reasonable for the surveys and results (before starting any civil works or TROs).

Q44. Would your authority need to provide more parking provision to implement option 3?

Yes

Provide any relevant evidence to support this view.

In some areas, where footways are used for off-carriageway parking, it is likely that these vehicles could be referred onto the carriageway. Restricting that undesirable carriageway parking is likely to raise calls for some other places to be provided to be able to park.

Q45. Provide an estimate of the cost of implementing exemptions in your area including:

staff costs?	£0 - we would not take on any extra staff but would use the ones we currently have
traffic signing costs?	£6k - this depends on the outcome of the surveys but if we were doing this now I would budget for £6k including posts if there is not street furniture available
bay marking costs?	£20k across the North of Essex, plus any ongoing later maintenance revenue costs.
removal of signage for previously implemented TROs restricting pavement parking in your area?	£4k - We would like to reuse as many of these as possible, but there will be some posts to be removed and make safe so £4k across North Essex.

Q46. Can you foresee any additional costs beyond issuing and processing PCNs?

Yes

Additional costs

Q47. Give an explanation and breakdown of the number of additional:

staff for your council?	0.5FTE
salary costs for your council?	£25000
hiring costs for your council?	£1000
training costs for your council?	£1000

Q48. What additional staff roles do you envisage?

Communications, media, advertising, reporting, signage, warning notice administration, handling complaints and comments.

Q49. Do you expect any other, non staff, costs to arise from a national parking prohibition?

Yes

Non-staff costs

Q50. What are these costs (list the individual costs and the total average expenditure based on a per annum basis)?

Cost of vehicle-bound patrols in vast rural areas, especially if Option 3 (total ban) is considered. Per vehicle, we estimate £8.5k cost to acquire plus £5.7k annual operating costs. We estimate that we would need up to a further 3 vehicles to be reactive enough to patrol under Option 3. It is unlikely that patrols would cover their costs if warnings or first cancellations are required.

Benefits of option 3

Q51. 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)?

Reduced referral of telephone callers to other agencies, and reduction of passing between agencies for enquirers.
Clarity in single point of contact - clarity in communicating messages.
Reduction in incident costs where trips slips and falls (e.g. off kerbs) are caused by obstruction or footway damage - even within own workforce.
Reduction in kerb, footway maintenance and reinstatement and subterranean services costs for damage caused by vehicles breaking the footway surface material.

Greater cycle facilities

Q52. Do you think this will cause issues for a national pavement parking prohibition?

Yes

Greater cycle facilities issues

Q53. What issues?

If complete footway parking prohibition Option 3 forces motorists to park in other areas of the carriageway at the kerbside where it would be desirous for cycles to travel, may prevent or conflict with locations where cycle tracks are being implemented, etc.
Issues already exist with kerbside parking where this impinges on cycle movement, with car door-opening into the path of cycles, being a particular issue.

Final comments

Q54. Any other comments?

We welcome the consultation and encourage the introduction of elements described here.
We would like to see an extension to all forms of Obstructive Parking, including near junctions in the carriageway, decriminalised.
We welcome the introduction of Option 2, alongside a national communication campaign, such as the Pavements are for People PATROL/TPT campaign.