

PE2167/B: Stop the pavement parking ban for Scottish roads built before 2019

Petitioner written submission, 29 July 2025

Additional issues:

- Law places no obligation on local councils to create/facilitate parking for the numerous vehicles (especially in more rural areas) that can no longer be parked in/near the houses of every owner.
- No obligation is placed upon councils regarding the safety or security of aforementioned parking areas.
- As written, there is no guidance on facilitating events such as football matches where an influx of vehicles into an area adds uncompromising strain on already limited parking facilities.
- No guidance is offered regarding different times of day when more vehicles require a place to be parked, such as in the evenings.
- No guidance is offered to households regarding the financial impact of the legislation. The average cost of driveway £1000, the average cost of dropped curb £1500, plus additional costs depending on the pre-existing garden averaging £2000-£4000.
- No funding has been made available to car owners to mitigate the sudden financial burdens placed upon them during this cost of living crisis.
- No guidance is offered to estates that do not have any available off-street parking such as flats or houses of multiple occupancy.
- No guidance is offered to councils regarding the availability of nearby pavements that are not obstructed by cars (see Gartconner Avenue in Kirkintilloch as a prime example) when determining whether or not a street should be exempt from the ban.
- Exemptions have been determined before implementing the ban, resulting in massive waves of fines to car owners, with councils performing reviews only after subjecting owners to further financial burdens.
- No instructions have been issued to councils regarding the refunding of fines when streets are later deemed to be suitable for exemption.
- No guidance is offered to councils on how to notify drivers on whether or not a street is exempt through 'Highway code' road markings or signs.
- No guidance is offered to essential care workers who carry vital (heavy) equipment to residents living at home.
- No guidance is offered regarding the impact of reduced turning circles caused by roadside parking.

- No guidance is offered to councils regarding the nature of garages built before 1980. These are unsuitable for modern cars and yet are used as grounds to deny exemption.

Responsive notes:

- Providing funding to identify exemptions is commendable. However, not providing funding to both councils and car/home owners in order to facilitate compliance with this legislation is in stark contrast and quite deplorable. It will leave countless families facing debts of thousands of pounds.
- Despite the efforts made to inform the public about the parking ban, it appears as though the vast majority of people in Scotland are unaware that the ban is now being enforced by local councils. This suggests that further efforts are required.
- The guidance currently offered to councils regarding road width is unfortunately inadequate. It states distances to the centre of the road and to the end of the pavement but those distances are too impractical and short, for the majority of modern cars. As the guidelines are currently written, in most side streets, fewer cars will be allowed to be parked. The consequence of this is that car owners will be forced to park on main roads instead, drastically impacting the flow of traffic as well as drastically increasing the risk of road traffic incidents. This will compound with longer idling times, negatively impacting upon the health and well-being of pedestrians and local residents.
- In areas that have already implemented the ban, the parking of cars fully on the road has resulted in much narrower vehicle access. This has often resulted in formerly double lane roads now being effectively single lane. This has increased the risk of road traffic collisions as cars now need to weave between lanes of oncoming traffic in order to progress down such streets. Drastically increased travel time to certain locations has been noted, as traffic flow has been severely effected. Another consequence could be that vehicles have their engines running longer, burning more fuel and releasing more pollutants into the environment. This all culminates in the conclusion that both motorists and nearby homeowners are in fact less safe due to increased risk of accidents and increased air pollution.
- The arguments made regarding the potential confusion caused by not implementing the ban in universal manner are frankly untenable when held under any form of scrutiny. Single and Double Yellow lines exist and are common enough in use that every driver should know their function. These could easily be used to denote streets that are not exempt from the ban. In streets where partial pavement parking is permitted then white dashed lines, painted on the pavement, could be used to denote how far onto the pavement cars can be parked.

There are therefore a number of further answers still required, as follows:

- At the very least, the 1.5m requirement should be reduced to 1m. This would allow better access for everyone and would not discriminate against people who require vehicles to travel for work. The overwhelming majority of wheelchairs (75cm avg), powered chairs (80cm avg), buggies and prams (60cm avg) are less than 1m wide so the extra .5m seems rather excessive.

Should it not be the case that this legislation should serve the whole of Scotland?

- What environmental studies were undertaken prior to this legislation being implemented? Has the large scale removal of gardens and all of the trees/grass/flowers found therein been accounted for in those studies? Has the increased air pollution caused by longer travel times and more prominent idling been explored as part of this study?
- What current studies/research into the impact of narrowing lanes on the flow of traffic are currently available? Has the increase in travel times been explored? (For example, it used to take 20 minutes to return home before the ban in Glasgow, and over an hour after the ban in May 2025.)
- What efforts have been made to improve public transport? This ban appears to discourage car ownership, effectively implementing a country-wide vehicle parking tax. What steps has the government taken, as part of this legislation, to improve public transport across the entire country? In particular, it would be useful to see further research and intended policy for more rural/isolated areas where this ban has already had a much greater impact.
- What steps have been made to mitigate the financial impact to car owners during these economically troubling times? Is there funding that can be applied for to make changes to lifestyle, move home or increase parking opportunities, if physically possible?
- What will happen if people can't afford to pay the fines associated with this legislation? What action are councils across Scotland expected to take? For example, I understand there were 300 fined in one day in Stirling in 2025 - what is intended to happen to that money now?
- What will happen if people refuse to pay associated fines based on moral, ethical and fairness grounds?