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The Chairman,  
Transport Committee,  
House of Commons,  
London, SW1A 0AA

October 14<sup>th</sup> 2020

**Response to Government Consultation: Pavement Parking Options for Change  
Response By: Limpsfield Parish Council, Surrey**

Dear Mr Merriman and members of the Transport Committee,

Thank you for the opportunity to comment on the Government's options for controlling parking on pavements. As a small Parish Council, rather than try to respond to every detail contained in the paper, we have sought to focus on the key principles on which the changes are based.

Pavement parking is not a significant problem within the Limpsfield Parish, reflecting the fact that most houses have adequate provision for off street parking. However, there are locations where, for one reason or another parking on the pavement does occur.

We consider, that, as a matter of principle, pavements should be available for pedestrians and not cars. Through our Limpsfield Neighbourhood Plan (adopted 2019) we are seeking to promote sustainable forms of transport including walking. We are looking to improve walking routes across the Parish and have resisted proposals for development which would restrict free movement of pedestrians on pavements or create more on-street parking.

Against this background we consider that Option 3 in the consultation is the right way forward - a national pavement parking prohibition. We consider that the ban should extend to verges as well as pavements – verges are an important part of the environment, particularly in towns and villages, and should be protected from the disturbance and damage caused by parking.

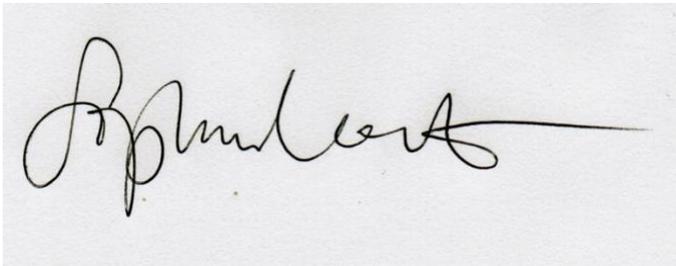
We recognise that there will be locations where, for one reason or another, it may be necessary to permit a limited degree of pavement parking, for example to enable a reasonable level of parking to take place without constraining the free flow of buses. To reflect this, we think it is essential that, as suggested in the consultation paper, there is provision for exemptions at a local level. We note the example given in the consultation paper, where pavement markings show how much of the pavement drivers may occupy.

We consider this is a good example of how, at a local level, reasonable provision for the motorist can be made whilst protecting pavements for their primary users, pedestrians.

We believe the Government should recognise that there will be a significant cost implication for implementing the new controls in an effective way. There will be costs involved in setting out areas where some parking on pavements will be allowed and possibly also in developing alternative strategies for meeting legitimate needs for parking.

Local authorities are, and have been for many years, under pressure to cut budgets. If there is to be an effective way of operating a prohibition of parking on pavements, then the government needs to recognise and address the costs of putting into place an effective system and resource the alternative measures that many places will need.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Sophie Martin', with a long horizontal flourish extending to the right.

Sophie Martin  
Clerk & RFO  
Limpsfield Parish Council

