

# Problem Pavement Parking Powers Promised

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The Government has announced plans to give councils across England new legal powers to tackle pavement parking, following years of concern from disability groups, parents, and local campaigners about blocked pavements forcing people into the road.

In a statement issued on 8 January, the Department for Transport said the changes are intended to make it easier for local authorities to restrict pavement parking across wider areas, rather than relying on street-by-street restrictions that can be slow and complex to introduce.

The Department said blocked pavements create serious barriers for wheelchair users, parents with pushchairs, blind or partially sighted people, and older residents, limiting independence and making everyday journeys less safe. Ministers say the new approach will allow councils to act where pavement parking causes the greatest local problems, while retaining flexibility where limited pavement parking may still be considered acceptable.

Local Transport Minister Lilian Greenwood said clear pavements are essential for people to move around safely and independently, and that councils will be given the power to “crack down on problem pavement parking” while taking account of local conditions. National organisations including Guide Dogs and the RAC welcomed the announcement, calling for consistent enforcement and proportionate use of the new powers.

## Surrey County Council: details awaited

Responding to questions from Epsom and Ewell Times, Surrey County Council said it welcomed the announcement but stressed that it is too early to comment on how it might operate in practice.

A Surrey County Council spokesperson said the authority is “looking forward to finding out more about new powers allowing local authorities to tackle antisocial pavement parking,” but added that further detail is needed on what exactly is proposed and what the powers will entail once introduced. The council said it would be happy to revisit the issue once more information is shared by the Department for Transport.

The Government has said that guidance on how councils should use the new powers will be published later in 2026.

## Local MP claims campaign success

The announcement was welcomed by Epsom and Ewell MP **Helen Maguire**, who described it as a significant step forward following sustained local and parliamentary campaigning.

Ms Maguire said she had raised pavement parking repeatedly in Parliament, including through a Westminster Hall debate, an Early Day Motion, written questions to ministers, and local campaigning with residents. She said pavement parking makes streets unsafe and inaccessible, and that no one should be forced into the road when walking to school or the shops.

Following the announcement, the Minister for Local Transport wrote directly to Ms Maguire, thanking her for her advocacy and citing her work in highlighting the challenges caused by pavement parking.

## What powers already exist?

At present, pavement parking outside London is not subject to a general nationwide ban. Enforcement relies on a patchwork of existing powers, which can be limited or difficult to apply.

Yellow line parking restrictions, for example, apply from the centre of the carriageway to the highway boundary, which usually includes the pavement. However, these restrictions only apply during the signed controlled hours and do not always prevent vehicles from mounting the pavement if enforcement is not prioritised.

Councils can also act where a vehicle causes an obstruction of the highway, an offence under existing road traffic legislation. In practice, enforcement is often reserved for cases where access is completely blocked, such as preventing wheelchair passage or emergency access. This can leave many partially obstructed pavements unaddressed.

Local authorities may also introduce specific Traffic Regulation Orders banning pavement parking on individual streets or sections of road, but this process can be time-consuming, requires consultation and signage, and is rarely applied borough-wide.

The Government has said the new powers are intended to move away from this piecemeal approach, allowing councils to introduce area-wide pavement parking restrictions more easily, while still permitting exemptions where pavements are wide enough and pedestrian access is not compromised.

### **What happens next?**

The Department for Transport says further guidance will be published later this year, setting out how councils can use the new powers in a proportionate and locally appropriate way. Until then, councils such as Surrey County Council say they are unable to comment on how enforcement might change on the ground.

For residents in Epsom and Ewell, the announcement signals political momentum on an issue that has generated long-standing concern, particularly with food delivery mopeds in the Epsom High Street area, but any practical change to enforcement will depend on the detail of the legislation and how quickly local authorities choose to act once the new framework is in place.

Sam Jones - Reporter



Image: Delivery moped on pavement in Epsom

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