

## Appendix 1 – National Guidance

# Local Authority Parking and Traffic Management Operational Advice during Covid-19



Version 3 – 25<sup>th</sup> March 2020

## Introduction

This guidance has been produced jointly by the British Parking Association, London Councils and the Local Government Association to assist local authorities to consider appropriate temporary measures in the unprecedented and very challenging circumstances around Covid-19. The authors of this advice will keep it under constant review in light of the rapidly changing situation and update & reissue as necessary. There will be appropriate publicity to accompany this advice, which will be shared with communication leads.

## Benefits of Parking Management

Parking management is an important public service, which provides benefits to motorists and the wider community. Those benefits include maintaining road safety and ensuring access to goods and services. This is extremely important, particularly for certain key workers, as local authorities aim to keep providing essential services at this challenging time.

### **NEW – Parking for critical health and social care workers**

Critical workers in the NHS and social care are doing vital and highly-valued work to support the most vulnerable in our society, save lives and keep our country running. They have been working day and night to as they step up to the unprecedented challenge we face as a nation. As they seek to minimise the spread of infection, we recognise that many will be travelling to and from their place of work by car and other vehicle.

Following an announcement by Secretary of State for Housing, Communities and Local Government Robert Jenrick, local councils in England are to provide free car parking for NHS staff and social care workers during the coronavirus outbreak. This will enable them to park in on street parking bays and council owned car parks without having to worry about cost or time restrictions.

We are therefore informing all councils that they should suspend parking charges for health and social care workers for on-street parking and open car parks. These critical workers will be encouraged to display supporting evidence in their windscreen, such as photocopies of their work pass with sensitive information removed, or a letter of evidence from their employer. We are also urging councils to waive all fines received by health and social care workers while carrying out

their duties in recent days. These workers should be encouraged and supported to appeal the fines, with supporting evidence of their work.

If a special Covid-19 permit system for healthcare workers had already been set up following previous advice this should just continue.

For information, this advice stated that where virtual permit systems exist, authorities may be able to invite key workers to register online and provide some minimal evidence of their key worker status and vehicle details, so they can be “whitelisted” either for the entire authority area or for a specific controlled area near their place of work.

Where physical permits are needed, authorities should consider emailing a temporary permit which can be self-printed and displayed within the vehicle.

This revised guidance should be effective from 25<sup>th</sup> March 2020 until further notice.

Authorities may also wish to explore opportunities to increase parking capacity by talking to closed business, shopping centres or opening parks for additional key worker parking.

## **Enforcement**

We advise that the majority of enforcement activity should cease during the lock down period. Authorities may need to continue to deploy their front line teams in some capacity to focus their reduced parking resources on priority areas and controls. Enforcement officers should be focused on providing help and advice about where people can and can't park and encouraging poorly parked vehicles to move where possible rather than issuing PCNs.

It is recommended that any enforcement activity focuses on incidents of obstructive or dangerous parking that could have a more significant impact on safety and access for emergency and essential services. This would include yellow lines at junctions, loading restrictions and obstruction of dropped kerbs.

Those local authorities that undertake vehicle removals should only do so if a vehicle is parked dangerously or obstructing traffic flow. Where possible, any vehicle that needs to be removed should be relocated to a safe, lawful position close by rather than removed to the vehicle pound. Removing to a pound should absolutely be a last resort.

It is likely that in residential areas, parking demand may currently outstrip supply if most residents are at staying at home. This additional pressure will need to be managed carefully to prevent obstructive parking hindering emergency services and the delivery of essential supplies and services, such as waste collection. However, to especially help those who are self-isolating, authorities should take a pragmatic approach to unlawful parking if it is not dangerous or causing an obstruction, particularly in residential controlled parking zones.

Authorities should consider maximising parking spaces in one-hour single yellow line restrictions where commuters might usually park, by relaxing those parking restrictions to enable home-working. Authorities should also consider temporary extensions to their residents permits for the next 3 months and then keep this under review.

## **Moving Traffic Contraventions – London and Wales only**

Most moving traffic controls, such as no entries, banned turns and yellow boxes are for important safety and traffic management purposes. The continuation of enforcement is therefore likely to be important to ensure compliance. However, authorities should consider whether to continue the enforcement of non-safety critical controls.