

## Practice Undertaken Elsewhere

### Offer residents the option to pay for works

#### *West Sussex*

Started subsidising the installation of verge marker posts in 2011 to:

- Ensure a consistency of street scene
- Discourage residents placing stones/logs on verges
- Save costs by requiring residents to take on responsibility for maintenance of posts

Residents contributed £10 per marker post, with the Council funding the remainder. The total cost of installation per post was approximately £85, including on-costs.

A number of posts were damaged and customers refused to meet replacement costs - during 2014/15, the Highways team received 42 enquiries regarding damaged verge marker posts. Only 9 of these customers were willing to re-pay for the installation of new markers.

In addition, some posts were removed – allegedly by other residents to increase parking capacity

Targeted consultation of a select number of customers awaiting markers and local staff indicated that customers would not be prepared to cover the full cost of marker posts.

The scheme was suspended in 2015/16, with full costs now borne by the residents.

#### *Buckingham County Council*

‘Bollards/posts and verge marker posts only work where their need is respected. Widespread installation, plus maintenance needs, would have significant resource implications for the Council. Verge marker posts may be provided outside properties at the owner’s expense.’

### Considerate Parking Initiatives

#### *Tendring District Council / Scarborough Borough Council*

Police Officers, PCSOs and the District Councils’ Streets and Seafronts Officers issue ‘bogus’ parking tickets to vehicles parked in a manner that whilst not illegal, or in contravention of existing Traffic Regulation Orders, are potentially causing a nuisance to others.

The notices feature the logos of local councils and police and details of the vehicle, time and date and the reason for the ticket.

Police keep the incident details and if the same driver is caught parking inconsiderately again, they could be fined.

Aims to provide an opportunity for motorists to understand the consequences of their actions, alter their parking habits and therefore avoid the need for further action to be undertaken.

The scheme was recognised nationally as an innovative approach to parking enforcement winning the Living Streets category at the British Parking Awards, however no information is available on how successful the scheme has been at deterring verge parking.

#### *City of York Council*

Send letters to homes in key areas, asking them to stop and outlining how much repairs cost

Continue repairing verges when appropriate and acknowledge and record complaints with a view to action against individuals and organisations 'where practical'.

Ensure off-street parking provision is considered in the revised Local Plan.

## **Provide Clearer Information on Approach and Rationale**

### *Peterborough City Council*

Provides information on website to outline the council's responsibilities with regards to maintaining grass verges, the legal context of verge parking, and the council's approach to dealing with enquiries. This type of information could help deter some potential enquiries/complaints as makes it clear that problems will only be addressed where they meet certain criteria.

# Parking on grass verges

Parking on grass verges is a persistent problem as it can reduce the verge to an unsightly state, and can also obstruct the highway preventing pedestrians and wheel chair users from accessing roads and footways if there is no other pathway. Verge parking can also cause a hazard to other motorists especially if the vehicle is parked on a bend, narrow road or junction and could prevent emergency vehicles from attending an incident.

As car ownership has increased so has the problem of parking on grass verges. Priority is given to dealing with verge parking near to junctions where sightlines are being obstructed, or where the damage caused could be a hazard. Parking on grass verges not only damages the grass it may damage cables and pipes beneath the surface.

## What we can do

It's not an offence to park a motor vehicle, with the exception of a HGV, on a grass verge unless it causes an obstruction or a Traffic Regulation Order or byelaw is in force prohibiting it.

**Traffic regulation orders** - [Traffic Regulation Orders](#) prohibit, rather than prevent, parking on verges. The time and cost involved in implementing Traffic Regulation Orders, including the additional cost of signs and/or road markings to make the order enforceable, can be significant and will depend on the specific site details.

**Install bollards or posts** - Installing bollards or posts to physically prevent parking on verges will only work if they are respected. To be effective many bollards may need to be erected to fully enclose the area of concern and as such visual impact is high as are installation and maintenance costs. Solutions involving bollards and posts will normally only be considered where widespread and persistent problems are evident.

**Convert the grass to a hard surface** - It is practical in some cases to convert the grass verge to a hardstanding surface such as tarmac, concrete or grasscrete blocks and allow parking in the area. This option must be balanced against the increased risk of flooding due to surface water run-off, the high costs of installation, potential road safety concerns and the visual impact on the street scene.

<https://www.peterborough.gov.uk/residents/parking/parking-on-grass-verges/>

## Combination of Clearer Information and Encouraging Residents to Park More Considerately

### *Wigan Council*

Several local authorities use a combination of approaches, in recognition that there is no one-size-fits-all solution and issues need to be dealt with on a case by case basis.

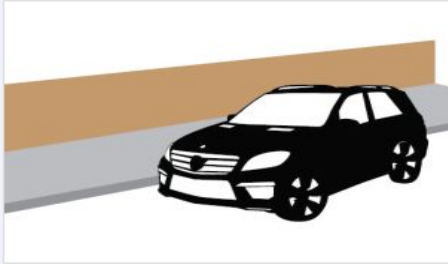
Councils can fine motorists for parking on pavements (footway) or grass verges if they have parked in an area with waiting restrictions i.e. yellow lines.

Where there are no waiting restrictions, and the car is causing an **obstruction**, enforcement can only be done by the Greater Manchester Police. We have no enforcement powers against pavement/verge parking where there are no restrictions.

- [See the Highway Code for further details on parking rules and regulations.](#)

## Enforcement rules

If you're unsure about what is acceptable pavement parking and who to appeal to for enforcement action, view the following pictures illustrating the rules and who enforces them.



Parking on road, no waiting restrictions

**Who enforces?** No one as this is OK



Parking on road, waiting restrictions apply

**Who enforces?** Wigan Council



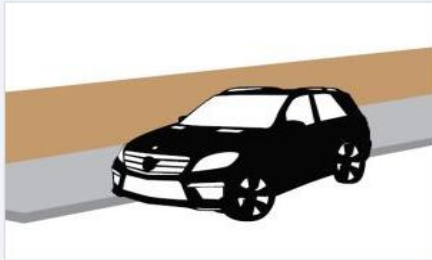
Parking on pavement, waiting restrictions apply

**Who enforces?** Wigan Council



Parking on pavement, causing obstruction, no waiting restrictions

**Who enforces?** Greater Manchester Police



Parking on pavement, no obstruction, no waiting restrictions

**Who enforces?** An advice leaflet may be left by a Wigan Council officer, councillor or resident

### Warning leaflets

If you're concerned about pavement parking in your neighbourhood, you can print off our warning leaflets and use these to target the affected area.



### Your vehicle is parked on the pavement!

If you park on the pavement you may;

- ⦿ Force pedestrians into the road
- ⦿ Damage the pavement
- ⦿ Be fined!

**Please do not park on the pavement.**

This approach means that in instances where a resident is unlikely to meet the criteria for the council or police to take action to address verge parking, they can still take action themselves.

There is no information available on whether this approach has had any impact on the incidence of verge parking or the numbers of enquiries or complaints received by the council about the issue.

## Full assessment of all enquiries, followed by action where certain criteria are met

### Leeds City Council

1. Undertake initial survey of any enquiries received about damaged verges (desk top exercise followed by safety inspection if required)
2. If prevention of parking on verge can be considered then seek funding to resource works\*
3. If funding is secured, produce detailed design and costs
4. Consult with ward members and residents
5. Collate results and take final decision on whether to reject or fund proposals
6. If decide to fund, finalise scheme and implement

\*Funding options:

#### 1. Local transport capital allocations IF:

- necessary to reduce the risk of injury to pedestrians or damage to vehicles or
- can be accommodated within other highway refurbishment work (unless additional costs of providing sustainable drainage solutions for these alterations is prohibitive)

*HOWEVER 'highways maintenance budget does not currently contain provisions for specifically making verge improvements and is already stretched to meet routine maintenance demand. The general presumption will be that the council will not fund verge hardening from local transport capital allocations'*

#### 2. Third party funding;

- Housing revenue or capital budgets
- Community Committees
- Section 278 agreements
- Section 106 moneys from larger developments

*'Where external funds aren't sufficient, highways will contribute a sum equal to the maintenance savings made by removal or alteration to the grassed area accrued over 10 years.'*

3. Internal capital budgets: IF exceptional circumstances whereby verge hardening is part of a wider package to improve safety and a business case has been made identifying all benefits.

4. Integrated Transport Fund: might contribute where involves road safety issues

There is no data available on the proportion of enquiries received by Leeds City Council regarding verge parking that lead to a recommendation to deter or accommodate parking or, of those, the proportion which secure funding but the outline of funding options, summarised above, suggests this will be a very small number due to budget constraints and very stringent funding criteria.

### Wokingham Borough Council

Any parking on verge or footway issues identified to the council is investigated and direct action taken IF one or more of the following criteria is met:

- A law is being broken / there are parking restriction on the carriageway adjacent to the area of verge/footway parking
- There is a safety issue, either by way of demonstrable evidence of a real safety problem i.e. recorded injury accident, or the emergency services or police have made representation
- Underground services are being damaged

Should the issue not meet any of the criteria then it is deemed a local community concern and the council asks the community to identify a preferred solution and assist with the control of inconsiderate parking through positive engagement and dialogue. The council, if required, supports by issuing correspondence to all households in the selected area advising of the inappropriateness of verge or footway parking and the council's intention to follow up by taking action against damage caused in the worst cases.

In addition, where a full refurbishment of the highway is undertaken or the footway is due for resurfacing and there is evidence that the verge/footway/footpath is being used for parking it will be incorporated within the scheme, as follows, IF sufficient budget is available;

- Grass verges less than 1.8m wide will automatically be considered for incorporation into the footway
- Verges of 1.8m or more, all potential options will be considered and residents consulted with residents on the preferred option