Parking on Grass Verges

Presentation to Sustainability & Transport O&S Committee

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Overview

- Grass verges, footpaths and pavements are all part of the highway

- Drivers have a legal right of way to travel along such highways but have no right to park vehicles on the highway

- The responsibility for finding safe and acceptable parking rests with the driver

Overview

- Demand for parking space often exceeds availability of off street facilities particularly on older housing areas

- Appropriate to accept a degree of parking on the highway where it is

  - safe

  - does not cause an obstruction

  - does not damage the highway

- Perceived to be increasing and widespread, creating significant problems in many areas

Overview

- Circumstances differ greatly from one location to another
- Not a single solution that can be collectively applied
- 3 potential broad solutions
  - Prevention
  - Regulation
  - Accommodation

Prevention

- 'Hard' engineering measures
  - Bollards
  - Double kerbing
  - Trip rail

- Softer preventative measures
  - Verge cultivation
  - Tree planting

Regulation

- Provision of a Traffic Regulation Order

- City wide order introduced in 2014

- Subject to consent to introduce required signage

- Potential sites need to address considerations
  - Vehicle Displacement
  - Sign Clutter
  - Enforcement

Regulation

- Pilot Scheme – Brownfield Road

  – Scheme Introduced January 2015.

  – Overwhelming residential and Police support.

  – Affected length 1.4km.

  – 50 new signs

Accommodation

- Allow vehicles to park on treated verge areas
- Several methods used
  - Carriageway Strip Widening

Accommodation

- Verge Strip Hardening

- Whole Verge Replacement

Accommodation

- Verge Reinforcement

Key Issues

- All options require funding

- If funding were provided, sites would need to be assessed and prioritised

- How car ownership trends along with current and future parking standards and policies impact on the problem