

Parking on Grass Verges

Presentation to Edgbaston
District Committee

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Overview

- Grass verges, footpaths and pavements are all part of the public highway
- Drivers have a legal right to travel along carriageways but have no legal right to park vehicles on any part of 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 in older housing areas
- It is 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, poor parking creates significant problems in many areas

Overview

- Circumstances differ greatly from one location to another
- No single solution that can be collectively applied
- 3 potential broad solutions:
 - Prevention
 - Regulation
 - Accommodation

Prevention

- ‘Hard’ engineering measures e.g.:
 - Bollards
 - Double kerbing
 - Trip rail
- ‘Soft’ preventative measures e.g.:
 - Verge cultivation
 - Tree planting

Regulation

- Provision of a Traffic Regulation Order
- City wide order introduced in 2014
- Subject to local consultation and consent to introduce required signage
- Potential sites need to address considerations
 - Vehicle Displacement
 - Sign Clutter
 - Enforcement resources

Regulation

- Pilot Scheme – Brownfield Road
 - Scheme Introduced January 2015
 - Overwhelming residential and Police support
 - Affected length 1.4km
 - 50 new signs

Regulation



- A total of 39 Penalty Charge Notices (PCNs) issued over an 18 month period since the scheme went live.
- Only 5 PCNs issued this year

Accommodation

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



Accommodation

- Verge Strip Hardening



- Whole Verge Replacement



Accommodation

- Verge Reinforcement – for low use areas



Key Issues

- All options require funding
- If funding were provided, sites would need to be assessed and prioritised
- Maintainability and/or enforceability of chosen solutions
- How car ownership trends along with current and future parking standards and policies impact on the problem
- Balancing needs of all highway users