

GROWTH, ENVIRONMENT AND RESOURCES COMMITTEE	AGENDA ITEM No. 7
10 JULY 2019	PUBLIC REPORT

Report of:	Adrian Chapman, Service Director for Communities and Partnerships	
Cabinet Member(s) responsible:	Irene Walsh, Cabinet Member for Communities Marco Cereste, Cabinet Member for Waste, Street Scene and the Environment Cabinet Member for Strategic Planning and Commercial Strategy and Investments.	
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VERGE PARKING POLICY UPDATE

R E C O M M E N D A T I O N S	
FROM: <i>Growth, Environment and Resources Scrutiny Committee</i>	Deadline date: <i>n/a</i>
<p>It is recommended that the Growth, Environment and Resources Scrutiny Committee:</p> <ol style="list-style-type: none"> 1. Note the progress of the Verge and Pavement Parking Policy so far since it's launch in 2018. 2. Note the impact this policy has had in responding to resident complaints and queries surrounding verge parking. 	

1. ORIGIN OF REPORT

1.1 This report was requested by the Growth, Environment and Resources Scrutiny Committee following their annual work programming meeting.

2. PURPOSE AND REASON FOR REPORT

2.1 This report is being presented in order to inform and update committee members as to the work, progress and impact of the Verge and Pavement Parking Policy

2.2 This report is for the Growth, Environment and Resources Scrutiny Committee to consider under its Terms of Reference Part 3, Section 4 - Overview Scrutiny Functions, paragraph No. 2.1 Functions determined by Council:

- 4. Environmental Capital
- 6. Transport, Highways and Road Traffic

2.3 How does this report link to the Corporate Priorities?

This report and the work of the Verge and Pavement Parking Policy links to the corporate priorities 'Safe and Cohesive Communities' and 'Environment and Energy Innovation' as verge and pavement parking can have impacts on both safety and the environment.

2.4 How does this report link to the Children in care Pledge?

n/a

3. TIMESCALES [If this is not a Major Policy item, answer **NO** and delete the second line of boxes.]

Is this a Major Policy Item/Statutory Plan?	NO	If yes, date for Cabinet meeting	
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4. BACKGROUND AND KEY ISSUES

4.1 Following a motion at full council on 13th July 2016 it was agreed that 'Council notes difficulties, obstruction, inconvenience and cases of damage because of vehicles parked on pavements and verges. Council believes that the inconvenience caused to residents and pedestrians can be mitigated by introducing regulations to prohibit parking on pavements and protecting verges'.

4.2 The Verge and Pavement Parking Policy was an outcome of the work of the Verge Parking Action Group who were investigating the impact of vehicles parking on verges across the city. The finding of the group, following research of actions taken by other local authorities, was that even with considerable investment it is not possible to eradicate the problem entirely. The best that could be achieved was to manage the problem. The Verge and Pavement Parking Policy document was created for endorsement by this committee on 15 March 2017.

4.3 The Verge and Pavement Parking Policy enables the council to activate a verge and pavement parking restriction locally at a given location in the following circumstances:

- It is desired by a sufficient number of affected residents
- It is requested by the emergency services
- The location is being used to park advertising vehicles
- Following a request from a highways inspector due to an unacceptable level of damage

4.4 The policy document was endorsed by the committee with the following changes made to it as recommended:

- The response rate required to activate a scheme requested by residents was lowered from 50% to 40%.
- The percentage of those in favour in order to activate a scheme was lowered from 70% to a simple majority of 50%

4.5 Budgetary requirements associated with implementing the policy were set out and approved as below.

- £21K per year from 2018/19 to 2023/24
- In 2018/19 this consisted of £1.5K for the city wide Traffic Regulation Order, £5K for signage and £15K for administration and enforcement of the scheme.
- In the following 4 years £1.5K will be allocated for signage and £20K for administration and enforcement.

4.6 Business support was secured to run and administer the scheme, commencing in July 2018. The council website was updated, Ward Councillors, highways inspectors and other key stakeholders were notified and a verge parking email address and telephone number were created for residents to contact us.

4.7 The outcomes and impacts of the policy so far are included in section 6 below.

5. CONSULTATION

5.1 The initial policy document was consulted upon by key stakeholders within the council including - Prevention and Enforcement Service, Peterborough Highways Services, Legal and members of the scrutiny committee. External stakeholders also consulted included the police and members of the public (for the making of the Traffic Regulation Order).

Affected residents and Ward Councillors are always consulted before a scheme is activated in their area.

6. OUTCOMES OR IMPACT

6.1 Since July 2018 we have received 77 individual requests from residents to activate a scheme locally to them. There was sufficient support in 12 areas to warrant an informal consultation of all affected residents. The consultations held and the results of those consultations are as follows:

- The Causeway, Thorney - successful, scheme activated
- Dogsthorpe Road, Airedale Drive to Brownlow Road - successful, scheme activated
- Ayres Drive - unsuccessful
- Shortacres Road - successful, scheme activated
- Southfields Avenue - successful, scheme activated
- Grimshaw Road - unsuccessful
- Airedale Close - successful, scheme activated
- Blackmead - unsuccessful
- Vale Drive, Hampton Vale - successful, scheme due to be activated
- Eyebury Road / Little Close, Eye - partly successful, revised scheme to be activated
- Toll House Road - unsuccessful

An informal consultation is currently open for The Village, Orton and there is a consultation planned for Green Elms Crescent/Beech Road/Oak Road, Glinton.

6.2 The summarised outcome of the above results is that whilst one or two individual residents may object to verge parking and voice concerns loudly, there is not majority support for schemes were the parking is a result of a lack of parking space for residents. Most successful schemes, with perhaps the exception of Vale Drive, are a result of verge parking caused by visitors as opposed to residents, largely school run traffic. Residents would rather use green spaces for additional parking in areas where available parking is lacking.

6.3 In addition to the 7 successful resident backed schemes, there have been a further 20 locations where the scheme has been activated due to vehicles parking for advertising purposes and another 5 locations are planned for this reason.

Although Legal highlighted a power Highways could use for removal of these vehicles, it can only be used where the vehicle can be justified as causing a hazard - which has only been the case on one occasion. The Verge and Pavement Parking Policy remains the sole tool at our disposal to tackle the issue of advertising vans and we continue to restrict locations according to their activity.

6.4 There have so far been no requests for activation from the emergency services or highways inspectors.

6.5 Since July 2018 the Prevention and Enforcement Service have issued 103 penalty charge notices (PCNs) for parking in contravention of a verge or pavement parking restriction activated under this policy. These instances would have previously gone unpunished.

6.6 The policy has given the council a fair, consistent and accountable approach to dealing with queries and requests for enforcement in relation to verge and pavement parking, where previously there was none.

6.7 The policy has been a viable alternative to an outright blanket ban on verge and pavement parking which would not be appropriate for many locations in Peterborough. It has placed the opinion of residents of Peterborough at the heart of it's process and given them a voice in deciding what happens in their local area.

6.8 Protection of grass verges by the installation of physical prevention methods (bollards, fencing

etc) or installation of grasscrete type products has been considered by Peterborough Highway Services but is viewed as too cost prohibitive to be a city wide solution.

7. REASON FOR THE RECOMMENDATION

7.1 Reason report has been completed is at the request of the committee by way of an update on the policy. There is no recommendation being made.

8. ALTERNATIVE OPTIONS CONSIDERED

8.1 Remove the policy and revert to how things were before - parking on verges or pavements is not expressly forbidden and no action will be taken against those who do so.

8.2 Activate the verge and pavement parking restriction across the entire city, making it an offence to park with any part of a vehicle on or over any verge or pavement - not viable, would require a lot of signage to make it enforceable and would cause problems in narrow streets or where there is limited parking space available.

9. IMPLICATIONS

Financial Implications

9.1 £21K per year for 5 years to run the policy until 2023/24. Current financial year £1.5K is allocated to Peterborough Highway Services for signage and £20K to the Prevention and Enforcement Service to administer and enforce the scheme.

Legal Implications

9.2 As the process of parking enforcement is decriminalised there are no legal implications. Penalty charge notices are challenged and appealed via an independent adjudication service and cases are not heard in a Magistrates court.

Equalities Implications

9.3 There are potential implications for disabled badge holders - the restrictions imposed by the policy are 'no stopping' restrictions and blue badge holders are not exempt. Consideration will be given in areas where a disabled badge holder opposes activation of a scheme because it will prevent them parking close to their property. Alternatives - provision of a dedicated disabled badge holders parking bay - are available.

Rural Implications

9.4 None.

10. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

10.1 Report of the Verge Parking Working Group 15th March 2017
Verge and Pavement Parking Policy Document
Minutes of a meeting of the Growth, Environment and Resources Scrutiny Committee on 15th March 2017

11. APPENDICES

11.1 Appendix A - Report of the Verge Parking Working Group 15th March 2017
Appendix B - Verge and Pavement Parking Policy Document