

**NORTH LINCOLNSHIRE COUNCIL**

**SAFER, GREENER AND CLEANER  
PLACES CABINET MEMBER**

**PROHIBITION OF VERGES PARKING-  
SCAWBY AND STURTON.**

**1. OBJECT AND KEY POINTS IN THIS REPORT**

- 1.1 To consider objections received to the above Experimental Traffic Regulation Order (ETRO).
- 1.2 The key points in this report are as follows:
- The ward members and the Parish Council requested restrictions to prohibit vehicles from parking on verges in Scawby and Sturton.
  - The council has received an objection from a resident who felt the restrictions were unnecessary.

**2. BACKGROUND INFORMATION**

- 2.1 Verge parking restrictions were implemented in Scawby and Sturton in November 2016. The local ward members and the Parish Council requested restrictions to reduce the incidence of verge parking affecting the communities in question.
- 2.2 An experimental order has been used to allow us to address any issues that occurred as a result of the restrictions. No amendments were made to the original order. It is now proposed to make this order permanent.
- 2.3 One resident objected as they felt the restrictions were unnecessary as no one parked on verges. Only one penalty charge notice has been issued since the introduction of the restriction.
- 2.4 Since this order Community Protection Notices (CPN) have been introduced. These allow North Lincolnshire Council's Highways Officers to issue a CPN to anyone who damages highway verges across the area. This new legislation allows the council to issue warnings and official notices to those whose behaviour or actions are having a detrimental effect on the neighbourhood.

- 2.5 CPNs will be issued for unreasonable and persistent acts of anti-social behaviour. Officers will determine if an offender should be given an £80 fixed penalty notice or be taken to court so that they can be made to repair the damage caused.

### **3. OPTIONS FOR CONSIDERATION**

- 3.1 Option 1 – To approve the Order and also use CPNs as a supplementary way of dealing with any future verge parking issues that might arise. This is the recommended option.
- 3.2 Option 2 – To uphold objection and not introduce the TRO.
- 3.3 Option 3 – Uphold the objection and ask officers to only use the new CPNs to address any future verge parking issues.

### **4. ANALYSIS OF OPTIONS**

- 4.1 Option 1 will allow the council to implement the TRO. Enforcement action would take place where possible and the new approach of using CPNs will be available as a supplementary method of dealing with any future verge parking issues that might arise.
- 4.2 Option 2 will mean that no enforcement can take place in the village.
- 4.3 Options 3 will allow officers to tackle problematic verge parking using CPNs, whilst also decluttering the village from traffic signs.

### **5. RESOURCE IMPLICATIONS (FINANCIAL, STAFFING, PROPERTY, IT)**

- 5.1 The cost of readvertising the TRO is around £1,000.
- 5.2 There are no other resource implications associated with this report.

### **6. OUTCOMES OF INTEGRATED IMPACT ASSESSMENT (IAA) IF APPLICABLE**

- 6.1 Officers have completed an IAA. This did not identify any major issues.

### **7. OUTCOMES OF CONSULTATION AND CONFLICTS OF INTERESTS DECLARED**

- 7.1 During the consultation letters were sent to all residents. Notices were put up on site and maintained for the consultation period.
- 7.2 One objection was received from a resident of Scawby who felt the restrictions were unnecessary. See appendix 1.

## **8. RECOMMENDATIONS**

- 8.1 That the Cabinet Member approves the Order, thereby making the current experimental restrictions permanent.
- 8.2 That council officers also make use of Community Protection Notices as a supplementary way of dealing with any future verge parking issues that might arise.

DIRECTOR: OPERATIONS

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**Background Papers used in the preparation of this report:** None

Enq 18/7/14

BETTER ROUTES  
RECEIVED  
14 NOV 2016



Highways  
North Lincolnshire Council  
8-9 Billet Lane  
Scunthorpe  
North Lincolnshire  
DN15 9YH

9<sup>th</sup> November 2016



I am writing to voice my objection to the recent traffic regulation regarding parking on verges in Scawby and Sturton.

I live on [redacted] and have lived in both Scawby and Sturton for the last 38 years or my life. During this time I have never had the displeasure of seeing damaged verges in any shape or form, and to this day and after many trips around the villages both walking and cycling I cannot see any verges that appear to be damaged by vehicles parking. I have a verge outside my house which falls under the new legislation. Without consulting any land registry documentation, I believe the land belongs to the local authority especially as strategic services run through it, therefore cannot belong to any individual which may hinder access.

This verge has recently been excavated by Anglian water and National Grid for both water and gas main upgrades respectively, which are both welcome but inevitably the standard of reinstatement leaves a lot to be desired. To get the verge back to an acceptable standard took several weeks and some hard work by myself and my family on both occasions.

Indeed the verge is largely maintained by myself as our local authority contractors do not share the same ideals on maintenance requirements. Grass cutting, weeding, leaf collecting, shrub planting and in some cases animal waste disposal are all carried out by myself. The last time a local authority contractor cut the grass, several shrubs were destroyed in the process and the grass resembled an aerial map of the Shetland Islands.

This is the main reason for my irritation regarding this new regulation. The verges in Scawby and Sturton are generally not damaged by on verge parking. The verges in Scawby and Sturton are maintained to a poor standard by our local authority, with exceptions to the sponsored flower beds at major junctions – which incidentally are a credit to whoever maintains them. This apart, the new regulation seems to be wholly unnecessary unless someone can demonstrate otherwise?

I am at a loss to know how to proceed. In one hand I applaud the incentive to protect nice verges, but in the other hand why introduce a regulation for something which in my opinion is not an issue?

I sometimes park my car on the verge when I'm washing vehicles, or my caravan etc. Friends and relatives also park on the verge when they visit as the drive only has access for one vehicle. We will all be parking on the road from this point onwards therefore creating a potential bottleneck for highways traffic, unless exceptions can be made, or a simple permit system for the homeowner to use the verge outside their home can be created?

Surely some common sense should be applied and fines/warnings issued when actual damage occurs, not when I park my car outside my house on the verge I maintain to a high standard.

Any thoughts on this will be much appreciated.

