

SB. Policy Document  
Localised Activation of the Borough Wide Prohibition of Verge and Pavement  
Parking TRO – August 2015  
Amended April 2017  
Amended February 2019



Milton Keynes  
HIGHWAYS & TRANSPORT HUB

### **Policy Document – Localised Activation of the Borough Wide Prohibition of Verge and Pavement Parking (Traffic Regulation Order) TRO**

There is a borough wide prohibition of verge and pavement parking traffic regulation order which requires activating in localised areas before it can be enforced.

The Council requires evidence that the prohibition of verge and pavement parking TRO is desired by a sufficient number of affected residents before it will consider implementing such.

Therefore the lead resident who contacts the Council to request such a scheme will be asked to mobilise their neighbours and demonstrate that they have garnered support from other local residents, and that it is not an isolated request.

This can be in the form of all residents individually writing to the Council, or usually more conveniently, the lead resident organising a 'petition' requesting the introduction of a scheme. This document needs to show the names and addresses of all supporting residents, and their signature.

Although never ideal (due to obstruction of wheelchair and pushchair users, damage to verges and kerbs, and sometimes underground utilities) in some areas (e.g. the older towns), allowing verge and pavement parking is a better alternative than no parking, therefore residents may not always support a ban.

The Council will seek the approval of the Cabinet Member responsible for the parking portfolio and also comments from the relevant Ward Members before proceeding to the next stage.

On receipt of this, assuming there is sufficient support relative to the size of the street, the Council will hold an informal (not legally required) consultation with residents of the street/area that have asked for the scheme. The Council will consider whether it is appropriate to consult with residents of the surrounding area also.

This involves sending a standard document package (letter, short questionnaire and sometimes plans) to the residents explaining the

advantages and disadvantages of activating the prohibition of verge and pavement parking TRO. An on line option is usually provided. Usually, 6 weeks are allowed for responses.

The Council will only proceed to implementation if a response rate of 50% or above is achieved, and that 70% of those that have responded are in support of the introduction of a verge and pavement parking an for their area. The threshold is set at this level as any less (e.g. 60/40%) would risk displeasing as many residents as it pleased.

There is no requirement to undertake a further round of statutory consultation as the TRO has already been drafted to cover all of MK.

Subject to the outcome of the informal consultation process, a prohibition of verge and pavement parking scheme can be implemented simply by signing the affected area.

If a request is received from the emergency services to ban verge and pavement parking as it is hindering their emergency vehicle access, the Council will simply activate the ban in the local area and will not consult with local residents.

The area will be signed in accordance with legal requirements and 'soft' enforcement will commence from the implementation date, with regular enforcement as required thereafter. This will involve a minimum of 2 visits per week although if the scheme is abused, more frequent enforcement will be arranged.

The process from request to implementation takes about 4 months, which includes the consultation time-frames and statutory time-frames.

If a consultation achieves a negative response, legally we are only required to review a scheme once every 5 years, although in some circumstances we will consider reviewing a scheme after 2 years.