



**North Yorkshire County Council
Selby and Ainsty Constituency Committee – 30 November 2018
HGV overnight parking on NYCC Highway Network**

1.0 Purpose of the Report

- 1.1 This paper presents a summary of the current and potential impacts of overnight parking by HGVs on the highway network and surrounding environment and considers the development of a county strategy to address this increasing problem.

2.0 Background

- 2.1 In February 2017 the County Council were contacted by and met with AECOM acting on behalf of Highways England (HE) regarding the development of a proposal to introduce a 'night time' 2 hour waiting limit to lay-bys on the A19 and A168 trunk roads to prevent overnight HGV parking.
- 2.2 Any such restriction has the potential to displace the existing long term / overnight HGV parking to the County Council managed highway network, potentially resulting in further indiscriminate and inappropriate parking in laybys and verges.
- 2.3 There are existing concerns in several of the County districts regarding the detrimental effects of overnight HGV parking which is perceived to be an increasing problem. The effect of this parking varies from damaging the highway and verges, to antisocial behaviour, littering and noise pollution.
- 2.4 In the latest meeting with HE in May 2018, it was confirmed that the proposal as presented in Feb 2017 will not be progressed without agreement and partnership working with the County and district councils. It is recognised that there are wider issues and that a range of practical and deliverable solution(s) is required.
- 2.5 This matter is by no means isolated to North Yorkshire, it is a recognised national problem, the reasons for which are numerous. However the main reasons are considered to be the increase of such vehicles on the network, the time limits on drivers and a definite lack of facilities and the cost of using them.

3.0 Current situation

- 3.1 At present, the County Council does not have a policy or strategy for managing HGV overnight parking on its highway network and the subsequent negative effects it can create. Although surveys have not been carried out to validate the number and location of this perceived problem there is clear anecdotal evidence to support the claims that this practise is increasing and having an unfavourable impact on residents and the network as an asset.
- 3.2 There is growing pressure from Elected Members and residents for the respective councils to take action to address the situation. Nevertheless any action must be balanced so not to unnecessarily restrict essential services and consider the context of this parking in proximity to residential areas and industrial estates etc. where there is an expectation that certain activities are likely and perhaps unavoidable.
- 3.3 It is notionally understood that the majority of such parking is done so by drivers of foreign registered vehicles that choose not to use or have no financial means of using dedicated lorry facilities.

4.0 Previous Intervention

- 4.1 Hambleton District Council has previously taken action to address this parking the associated issues which have occurred in its district. This has been a co-ordinated approach between the district council's community Safety team, North Yorkshire Police and Scarborough Borough Councils Civil Enforcement officers which undertake CPE in the district on behalf of the County Council.
- 4.2 This action included making direct contact with HGV drivers and haulage companies advising them on the impact of their actions, via the placing of advice leaflets on parked vehicles and where necessary taking enforcement action.
- 4.3 It is understood that this approach did have a generally favourable outcome, though it is relatively resource intensive and unlikely to be something which can be achieved on a countywide basis.

5.0 Partnership Working

- 5.1 This issue cannot be addressed singularly and requires a multi-agency approach to ensure the appropriate actions are taken and efficiently. Agreements have been made with HE that they will not act alone and any approach must be done jointly with the county and district councils.
- 5.2 However, HDC has commenced consultations on a proposed Public Space Protection Order (PSPO) which has the general effect of preventing overnight stays on the highway. Whilst the County council has given its support to the proposal in principle, a formal response has been submitted raising concerns from operational and highways management perspectives about introducing this order in isolation. However, the need to work together to address this problem is recognised and officers have indicated that a pilot PSPO for

Leeming Bar would be an appropriate way of assessing the effectiveness of this type of solution.

6.0 County Strategy

- 6.1 Currently, such issues are being dealt with by the Highways Area Teams on an ad-hoc basis. Whilst this is acceptable for small scale, localised problems, given the likely increase in incidents and locations, it would be prudent to commence works on developing a Countywide strategy, the principles of which will guide and support the Area Teams in providing a consistent approach to addressing the problem.

7.0 Recommendation

- 7.1 Members to note the content of this report.

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