



**OFFICER REPORT TO LOCAL COMMITTEE
(SURREY HEATH)**

**HIGH STREET, BAGSHOT – REMOVAL OF ON-STREET
PARKING BAYS
13 DECEMBER 2012**

KEY ISSUES

To consider the removal of a number on-street parking bays from either side of Half Moon Street.

SUMMARY

The one way section in the High Street currently has parking bays located along the Northern side of the road. The present layout creates a narrowing of the carriageway. In the past, a large vehicle has driven up onto the footway and caused damage to one of the properties along the Southern side. Vehicles mounting the footway also pose a safety hazard for those using the entrances of the properties. As the nearby car park has capacity to cover a reduction in parking spaces, it is proposed to remove a number of these parking bays and to replace them with double yellow lines. The Traffic Regulation Order for the current annual parking review has not yet been made and the Parking Team has advised that this amendment could be advertised for inclusion in it.

OFFICER RECOMMENDATIONS

The Local Committee is asked to:

- (i) Approve the proposal for the removal of the four parking places outside Anchor House, High Street, Bagshot and their replacement with double yellow lines.
- (ii) Agree that the County Council make an Order under the relevant parts of the Road Traffic Regulation Act 1984 for this amendment, that it is advertised and that if no objections are maintained, the Order is made;
- (iii) Agree that the Parking Strategy and Implementation Team Manager will consider and resolve objections and that should any objections not be readily resolvable, that these objections will be determined by the Parking Strategy and Implementation Team Manager in consultation with the Chairman, Vice Chairman and the relevant County Councillor.

1.0 INTRODUCTION AND BACKGROUND

- 1.1 High Street, Bagshot is a one-way street with short term parking located along the Northern side of the road.
- 1.2 The current parking restrictions allow for limited waiting parking between the 8:30am and 6:30pm, Monday to Saturday. With limited residential parking in the area, these parking spaces are regularly full.

2.0 ANALYSIS

- 2.1 When the parking spaces are full, the width of carriageway is restricted in the vicinity of Half Moon Street and larger vehicles sometimes choose to mount the footway to pass. This brings vehicles very close to the property frontages and in particular, Anchor House. When vehicles mount the footway there is potential for conflict with this building and its occupants.
- 2.2 The roof line of Anchor House overhangs the footway and, on at least one occasion, a large vehicle has collided with this overhang, causing damage to the roof of the building. It is believed that the driver was concentrating on avoiding the parked vehicle and did not notice the hazard above.
- 2.3 Earlier in the year, some additional carriageway markings were applied to alert drivers to this hazard and arrangements are being made for a bespoke sign to be erected at the start of this length of High Street.
- 2.4 The footway outside Anchor House is narrow and low. Bollards could not be used as they would make the footway too narrow to be used. The kerbline cannot be raised as this would create a backfall, meaning that surface water would fall towards and sit against the buildings rather than draining onto the road and the surface water drainage system.
- 2.4 The shortening of the parking bays on either side of the junction with Half Moon Street would increase the available carriageway width and make passage for larger vehicles easier. The proposal is shown in Annex A.
- 2.5 Very close to this location is a car park with similar restrictions to those of the parking bays. The car park has the capacity to deal with the displacement caused by the removal of these parking bays.
- 2.6 Although the Parking Review amendments have been advertised, the relevant Traffic Order has not yet been made. It will therefore be possible to advertise the replacement of the bays with double yellow lines and incorporate this into the Traffic Order when it is made.

3.0 CONSULTATION

- 3.1 No specific consultation with Surrey Police has yet taken place and this will form part of the advertising / consultation process.

4.0 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 The cost of this modification will be included in the cost of the annual parking review. There will be no loss of income from the removal of these bays, since they are not pay and display and if the work prevents further damage to properties along the street, it will represent good value for money.

5.0 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding. There are Equalities and Diversity Implications associated with this proposal.

6.0 CRIME AND DISORDER IMPLICATIONS

- 6.1 The removal of the pinch point caused by the bays and kerb alignment will reduce the possibility of conflict with pedestrians and damage to property.

7.0 CONCLUSION AND RECOMMENDATIONS

- 7.1 The current layout of parking bays on High Street restricts the available width of carriageway outside of Anchor House. Vehicles sometimes choose to mount the footway, increasing the likelihood of conflict with pedestrians and damage to property.
- 7.2 The car park located nearby is able to deal with the displacement caused by the removal of these parking spaces.
- 7.3 It is recommended that the parking bays on either side of Half Moon Street are shortened and replaced by double yellow lines. This equates to the loss of 5 or 6 on-street parking places.

8.0 REASONS FOR RECOMMENDATIONS

- 8.1 The recommendation is made to ease the passage of larger vehicles using the High Street.

9.0 WHAT HAPPENS NEXT

- 9.1 The proposal to make this modification to the Traffic Regulation Order will be advertised on site and in the local press and will be included in the Traffic Order that has previously been advertised. The changes to the signing and lining will be undertaken as part of the works of the Surrey Heath on street parking review. (See Surrey Heath Local Committee 16/02/2012 Item 16: Surrey Heath Parking Review)

LEAD OFFICER: Andrew Milne

TELEPHONE NUMBER: 03456 009 009

E-MAIL: highways@surreycc.gov.uk

CONTACT OFFICER: Kevin Patching

TELEPHONE NUMBER: 03456 009 009

E-MAIL: highways@surreycc.gov.uk

BACKGROUND PAPERS: Surrey Heath Local Committee, 16 February 2012, Item 16

No of annexes: 1

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