



**ALEXANDRA TERRACE (GUILDFORD):
PROPOSED RE-POSITIONING OF PARKING**

**SURREY COUNTY COUNCIL
LOCAL COMMITTEE (GUILDFORD)**

18th JUNE 2008

KEY ISSUE

This report presents proposed improvements to Alexandra Terrace including the repositioning of on-street parking in association with an approved development.

SUMMARY

The report sets out details of the proposed improvement, including pedestrian facilities and revised arrangements for on-street parking. It also summarises the outcome of public consultation, and recommends approval to the proposals, subject to a number of conditions to protect the interests of the County Council and highway users.

Report by

LOCAL HIGHWAYS MANAGER

Surrey Atlas Ref.

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GUILDFORD B.C. WARD (S)

HOLY TRINITY

COUNTY ELECTORAL DIVISION (S)

GUILDFORD SOUTH EAST

OFFICER RECOMMENDATIONS

The Committee is asked, subject to the conditions set out in paragraph 29, to agree:

- (i) that the proposed highway improvements to Alexandra Terrace including repositioned on-street parking and minor amendments to parking restrictions as shown on the plans attached as **ANNEXE B** be approved.
- (ii) that the proposals be advertised as an intention to make an Order under appropriate sections of the Road Traffic Regulation Act 1984, and if no objections are maintained, the Order be made
- (iii) that following consideration and, where possible, resolution of any objections received, the Order be made.
- (iv) that any objections which cannot be resolved be reported back to the Committee.

INTRODUCTION AND BACKGROUND

- 1 On 16 April 2008, planning permission was granted by Guildford Borough Council (GBC) for development of the Alexandra Hotel / Alexandra Hotel Extension / Guildford Hotel (08/P/00064, 65, 66). The development also proposes repositioning of on-street parking and revised parking restrictions.
- 2 An illustrative layout plan indicating the proposed improvements and repositioned parking for Alexandra Terrace was included with the planning applications for consultation. The proposed Alexandra Terrace improvements were not included as part of the consented scheme, as the area was not included in the planning application boundary.

THE PROPOSED DESIGN

- 3 The proposed improvements are shown in **ANNEXE B** drawing number 724561-ATL-01, which is similar to the drawing contained within the planning applications. Drawing 724561-ATExisting01 detailing the existing layout of Alexandra Terrace has been included for comparison.
- 4 The overriding intention is to provide a quality pedestrian environment. The proposed improvements will provide a shared surface along the entire length of Alexandra Terrace. At present a raised table exists at the Alexandra Terrace / High Street junction. The proposals will carry this level onto Alexandra Terrace. The proposed design is intended to give pedestrians priority; in addition the narrow delineation of the carriageway will ensure low vehicular speeds.
- 5 Details of the design, together with the materials and lighting will be agreed in due course with Surrey County Council (SCC) in liaison with GBC. The project will be subject to Safety Audit at appropriate stages.

Pedestrians

- 6 The current pedestrian route from the Civic Hall car park to the High Street means that the eastern footway of Alexandra Terrace is rarely used. This would also be the case for the proposed arrangement. Therefore the western Alexandra Terrace footway has been widened to create an improved pedestrian environment where it is needed most.
- 7 The proposed improvements include a colonnade which projects over the western footway and will provide a pleasant pedestrian environment. Its columns will have protection to ensure structural stability in the event of a vehicle collision. Details will be agreed with SCC officers, and it may be necessary for a formal licence to be agreed. It has been suggested that tables and chairs be provided in this area, but officers have said a licence for this would be refused on the grounds that the area is required for the movement of pedestrians.
- 8 A designated crossing has been positioned at the neck of the turning area, which is on the natural desire line for pedestrians moving between the Civic Hall car park and the High Street. This will also encourage the use of the western footway.
- 9 The eastern footway at the northern end of Alexandra Terrace has been reduced from 1.5 metres to 1 metre in width. This will encourage the use of the western footway but still enable access to the parking on the eastern side of Alexandra Terrace (approximately 5 spaces). The surfacing on the middle section of footway adjacent to this length of parking will be similar to the carriageway surfacing in order to encourage use of the western footway by pedestrians from the Civic Hall car park (essentially it will still be footway and will be delineated in the same way).
- 10 Pedestrians from the on-street parking on the eastern side of Alexandra Terrace will be directed to cross half way along Alexandra Terrace from a mid point along this portion of parking. The designated crossing is to enable pedestrians to cross to the western footway and is angled to accord with the natural desire line of pedestrians and also to maintain appropriate lengths of parking either side of this crossing. The width of the eastern footway nearest the junction with High Street will be unaltered.
- 11 The footway on the western side of Alexandra Terrace will be separated from the parking by bollards (of a type to be agreed with SCC) to ensure vehicles do not encroach on the footway.

Parking

- 12 As a result of the proposed improvements the on-street parking is to be repositioned. Drawing 724561/ATPropParkingTRO attached within **ANNEXE B** details the proposals for the repositioned parking and the restrictions on Alexandra Terrace. Drawing 724561/ATExistParking shows the existing arrangement; this is included for comparison.

- 13 Currently the total length of parking bay within Alexandra Terrace is some 83 metres, or about 15 spaces. The proposed repositioning of the on-street parking will provide a cumulative length of some 85 metres of parking bay, which will maintain the existing parking provision (5 spaces on the eastern side and 10 spaces on the western side).
- 14 The existing on-street Pay and Display parking in Alexandra Terrace operates from Monday to Saturday between 8.30am and 6.00pm, with a maximum stay of 2 hours. The proposals will maintain this arrangement.

Vehicular Carriageway

- 15 The southern end of the Alexandra Terrace carriageway will have a minimum width of 4.1 metres, which as directed by recent Department for Transport (DfT) guidance is sufficient for two cars to pass each other. For a section of 28 metres prior to the proposed turning area on Alexandra Terrace the carriageway will be 3.5 metres wide and will facilitate one way movement. If the turning area had several taxis / vehicles parked up either dropping off or picking up patrons then other taxis / vehicles entering Alexandra Terrace can adequately queue within the 2way section of Alexandra Terrace prior to the turning area.

Turning Facilities

- 16 The proposed main entrance to the hotel will be at the northern end of Alexandra Terrace. A turning area has been provided to allow taxis and cars to drop-off / pick-up patrons to / from the hotel. All servicing, deliveries and coaches for the proposed hotel developments will be accommodated to the rear of the development (via Dene Road). With no reason for larger vehicles to use Alexandra Terrace, the occurrence of these vehicles turning into the road will be rare.
- 17 The turning area has been designed to ensure that a large car can comfortably turn in, drop-off / pick-up patrons and leave in one movement. The turning area has also been designed to ensure that if an HGV did pull into Alexandra Terrace it could make a three point turn. In addition and as a result of comments from consultation the design of the turning area has also been checked to ensure a large 'Scania' fire tender (the vehicle type used within the Guildford area) can turn satisfactorily within the turning area.

Extent of Public Highway

- 18 As part of a previous approved planning application for the proposed Alexandra Hotel, an area of Alexandra Terrace was stopped up and control of the land passed to the developer of the hotel. To facilitate the construction of the colonnade, a further area will be stopped up. When the works are completed, these two areas, together with a further area of roadway (including all or part of the turning circle) will be offered back for re-dedication as highway under the Section 278 agreement with SCC.

CONSULTATIONS

- 19 The proposals have recently been subject to informal consultation with the local societies, groups, emergency services and the local residents association. In addition an exhibition was also held at Guildford Hotel on Wednesday 15 May 2008 in order to give local residents and groups the opportunity to comment and ask questions with regard to the proposed scheme.
- 20 Responses were received from 13 organisations. A summary of the responses received and comments thereon are contained in **ANNEXE A**.
- 21 6 respondents either supported the scheme or raised no objection. 2 respondents (Surrey Police & Surrey Fire and Rescue) expressed concern about ease of access and turning by larger vehicles, particularly fire tenders. The responses show that this has been taken fully into account in the design of the road, and a large fire tender can turn within the proposed turning area as requested by the Fire Service.
- 22 4 respondents were concerned about various aspects of parking. Guildford Environmental Forum believes that no parking should be allowed and that the road should be largely car-free. The Guildford Society suggested removing 5 parking spaces to facilitate two-way vehicle movements. Surrey Police's crime prevention officer suggested removing all parking to reduce the threat from terrorism. Finally the Town Centre Management Group welcomed the proposal subject to there being no loss of parking spaces. As always with questions of parking, the design cannot satisfy the views of all respondents. It is anticipated that if parking were removed from the design then other local groups who currently support the proposals would object. At present the proposed improvements provide the same provision of spaces as currently exist.
- 23 Cranley Road Residents Association made a number of detailed comments about the proposal, although this is some distance from their area. These included the narrow road width, likelihood of congestion, the need to separate vehicles and pedestrians, the alignment of the road and the turning circle, and the use of paving slabs rather setts.

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 24 All costs associated with implementing the scheme will be borne by the hotel developer. A written undertaking will be sought to ensure that this covers all officer costs in overseeing the project and ensuring that County standards are adhered to, as well as GBC officer costs in drafting the required traffic orders.

OPTIONS

- 25 Since this design arose from a planning application which has now been approved, no alternative designs can now be considered. The Committee may therefore approve the recommendations, or failing that the development may be unable to proceed.

EQUALITIES AND DIVERSITY IMPLICATIONS

26 There are no implications for equalities and diversity.

CRIME AND DISORDER IMPLICATIONS

27 In the view of officers there are no implications for crime and disorder, but the Committee will note the comment of Surrey Police's Crime Prevention Officer (response 11, page 10).

CONCLUSION AND REASONS FOR RECOMMENDATIONS

28 The scheme is considered beneficial and enjoys the support of most of those who responded to the consultation. If the scheme is not approved, then the development may not be able to proceed. Guildford lacks high quality hotel facilities.

29 There are, however, a number of conditions which have not yet been satisfied by the developer, and which have been mentioned elsewhere in this report. These are:

- (i) The scheme has not yet been subjected to Safety Audit and if necessary amended in the light of audit recommendations (paragraph 5).
- (ii) The scheme is subject to agreement by SCC officers regarding details of design, materials and lighting (paragraph 5).
- (iii) If necessary, it may be necessary to license the colonnade and structure overhanging the western footway (paragraph 7).
- (iv) An undertaking is required regarding the re-dedication of parts of the road as public highway, including the area under the colonnade and part or all of the turning circle (paragraph 18).
- (v) The scheme is subject to an agreement under Section 278 of the Highways Act for the highways works. This is in preparation, and must be completed and signed (paragraph 18).
- (vi) An undertaking in writing must be provided by the developer that he will fully reimburse the officer costs in progressing this matter. A fee will be payable under the Section 278 agreement mentioned above to cover the cost of design checks and site supervision; a further undertaking must be given regarding local office costs and GBC officer costs in drafting and implementing the traffic orders necessary to bring this into effect (paragraph 24).

WHAT HAPPENS NEXT

30 Assuming the recommendations are approved, officers will pursue the necessary audits, agreements and undertakings and the development and highway improvements will proceed.

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BACKGROUND PAPERS	Consultation responses

ITEM 15 : ANNEXE A
SUMMARY OF RESPONSES TO INFORMAL CONSULTATION

No.	Name and Address	Summary of Comments	Officer Recommendation
1	Guildford Business Forum	The scheme is well designed and will provide the additional hotel accommodation that will maintain the commercial vitality of Guildford.	No Comment Required
2	SE Coast Ambulance Service NHS Trust	Any impact of the proposed scheme upon the Ambulance Service would be minimal.	No Comment Required
3	Freight Transport Association	No problem with the proposed improvements, as long as it doesn't include waiting restrictions for freight industry loading/unloading deliveries	All service vehicles are to be accommodated to the rear of the proposed hotel developments (access from Dene Road).
4	Road Haulage Association	No objection to the proposed scheme as long as access for deliveries via Dene Road is able to accommodate heavy goods vehicles.	These movements were included and demonstrated as part of the Transport Assessment included with the consented planning applications.
5	Guildford Environmental Forum	Alexandra Terrace should be car-parking free; cars only allowed a few minutes to drop off/pick up, to create a truly public open space. Proposed Scheme goes some way towards this but could go further.	The proposed scheme looks to reposition the parking on Alexandra Terrace and provide the existing on-street parking provision. Comments from Kevin McKee (Guildford Borough Council Parking Manager) state concern over the loss of parking, especially in connection with the loss of 30 spaces as a result of the changes to the Civic Hall car park.
6	Surrey Fire and Rescue Service	The dimensions should be able to accommodate a fire tender. Turning circle diameter is not big enough for a fire tender to turn. Roadway must be strong enough to take loads of up to 17 tonnes.	The swept path analysis of the fire tender used in Surrey demonstrates that the fire tender can make a 3 point turn within the turning area.

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7	Guildford Society (2 separate comments)	The scheme should allow 2-way traffic along Alexandra Terrace, to avoid cars locking up at peak times. Five parking spaces on the eastern side of the road should be removed to allow 2-way traffic.	The proposed turning area will have parking restrictions only allowing the setting down and picking up of passengers (no waiting at any time), therefore taxis would not be allowed to wait within the turning area and block traffic back. If the turning area had several taxis/vehicles parked up either dropping off or picking up patrons then other taxis/vehicles entering Alexandra Terrace can adequately queue within the 2way section of Alexandra Terrace which is 28m from the turning area. In addition as part of the travel plan for the proposed development measures will be included to mitigate against the peak times when taxi/vehicle drop off and pick up demand is at its greatest (measures to include additional porter staff to help patrons to and from vehicles).
8	Cranley Road Residents Association	<ol style="list-style-type: none"> 1 The narrow width of the road will discourage two way flow. 2 The turning area/drop off area will lead to congestion. 3 The exit from the turning circle is dangerous, pedestrians and manoeuvring vehicles should not mix. The crossing point should be clear of the turning circle. 4 The centre of the turning circle should be aligned with the centre of the road for visibility. The view of the turning circle is blocked. 5 The pavement outside Connaught House is too narrow as the western footway is proposed as a café under the colonnade 6 Use of slabs instead of setts outside of Connaught House breaks the continuity of the footpath discouraging pedestrian 	<ol style="list-style-type: none"> 1 The road width is sufficient for 2 way traffic as detailed by the latest Department for Transport guidance (manual for streets), apart from a one way section of road, which is 28m in length. 2 The proposed turning area will have parking restrictions only allowing the setting down and picking up of passengers (no waiting at any time), therefore taxis would not be allowed to wait within the turning area and block traffic back. If the turning area had several taxis/vehicles parked up either dropping off or picking up patrons then other taxis/vehicles entering Alexandra Terrace can adequately queue within the 2way section of Alexandra Terrace which is 28m from the turning area. 3 The designated pedestrian crossing point is positioned at the neck of the turning area which is on the natural pedestrian desire line and is the ideal position. Traffic speeds will be extremely low and the shared surface will impose pedestrian priority to the perception of drivers 4 Vehicle speeds will be extremely low. If the turning area had several taxis/vehicles parked up either dropping off or picking up patrons then other taxis/vehicles entering Alexandra Terrace would have adequate visibility to be able to observe this and queue within the 2way section of road. 5 The footway outside Connaught House is intended to be narrow in order to encourage use of the western footway, which is not proposed to be used as a café. 6 The use of slabs and setts is intended to encourage the use of the western footway.

ITEM 15 : ANNEXE A
SUMMARY OF RESPONSES TO INFORMAL CONSULTATION

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No.	Name and Address	Summary of Comments	Officer Recommendation
9	Surrey Police, Roads Policing Unit	Consideration should be given so that access for large emergency service vehicles such as fire tenders is maintained.	The swept path analysis of the fire tender used in Surrey (as detailed in correspondence from Derek Chegwyn) demonstrates that the fire tender can make a 3 point turn within the turning area.
10	Eastgate Gardens Residents Association	Eastgate Gardens Residents are supportive of the proposed improvements, they are consistent with previously announced proposals (the street remains a cul-de-sac, continued North –South pedestrian access, and on street parking is only slightly adjusted).	No Comment Required.
11	Surrey Police, Crime Prevention Officer	All parking along Alexandra Terrace should be removed; the area should be a pedestrian zone with vehicular access to the drop off point. Parking in the drop off zone should be a few minutes max. This is to reduce any threat from terrorism.	The principle of removing on-street parking spaces near to potential terrorist targets in order to reduce the risk of attack would mean that a large number of on-street spaces within Guildford would need to be reviewed.
12	Guildford Town Centre Management Group	Happy with the proposed parking arrangements. Wanted confirmation that there would be no loss of spaces.	We can confirm that the existing parking provision will be retained with the proposed improvements. Therefore no further comment required.
13	Marcol Group – Freehold owners of Connaught House, Alexandra Terrace	In support of the proposals, which will add considerably to the amenity of Alexandra Terrace.	No Comment Required.