



HIGHWAYS ADVISORY COMMITTEE

13 December 2011

REPORT

Subject Heading:

**GOOSHAYS DRIVE HEALTH CENTRE
Pedestrian Crossing and Parking
Improvements
Outcome of public consultation**

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The subject matter of this report deals with the following Council Objectives

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This report sets out the various comments received in response to a public consultation on proposals for a new zebra crossing, junction table, removal of several pedestrian refuges and the provision of a short term parking facility outside Gooshays Health Centre, Gooshays Drive, Harold Hill.

This scheme is within **Gooshays** ward.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the various elements be implemented as shown on the following Drawings;
 - QK012/102 – Gooshays Health Centre
2. That it be noted that the estimated cost of £45,000 will be met from the 2011/12 Transport for London Local Implementation Plan for the Gooshays Drive/ Gubbins Lane Package.

REPORT DETAIL

1.0 Background

- 1.1 The Council, through its Regeneration and StreetCare Departments, has been undertaking a review and master-planning exercise along the Gooshays Drive and Gubbins Lane Corridor in support of wider regeneration initiatives forming part of the Harold Hill Ambitions Programme.
- 1.2 One aspect of the review of Gooshays Drive identified a need to rationalise pedestrian crossing facilities in the vicinity of the Gooshays Health Centre and to provide a short term parking facility to assist those being dropped off or picked up at the health centre.
- 1.3 As the work predated the Highways Advisory Committee, the Gooshays Drive and Gubbins Lane Package was agreed with the programme at the time en-bloc at the HAC meeting of 15th June 2010.
- 1.4 The master-planning exercise identified that the line of 4, narrow pedestrian refuges could be reviewed and that there was a need for a parking facility outside the health centre because illegal parking on the footway, or vehicles blocking the road were often apparent.
- 1.5 Photographs of the 4 pedestrian refuges and an example of the parking situation are shown in Appendix I.
- 1.6 StreetCare staff have reviewed the issues and consider that the 4 refuges can be replaced with a single zebra crossing immediately at the pedestrian entrance to the health centre providing a direct access route from

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Trowbridge Road. There are crossing facilities to the north and south of this location which serve other desire lines.

- 1.7 In order to assist pedestrians crossing the entrance of Trowbridge Road (within an existing 20mph Zone); Staff have considered that the provision of a raised entry treatment in Trowbridge Road would be desirable.
- 1.8 To provide a short-term parking facility staff have looked to provide a lay-by area near to the health centre which is limited to a short stay of 10 minutes to either allow someone to assist a passenger into or out of the health centre or perhaps for someone to pick up a prescription.
- 1.9 The bay arrangement is similar to that recently provided in Atlanta Boulevard to serve Romford Station (sometimes known as a “kiss and ride bay” or “limited stopping bay”). This arrangement limits stopping for all drivers, including blue badge holders.
- 1.10 The concern with the health centre lay-by is that with a traditional parking bay, blue badge holders would be permitted to park without time limit and so a limited stopping arrangement would promote the availability of space for dropping off or picking up of passengers.
- 1.12 Letters were hand-delivered to those potentially affected by the proposals on or just after 14th October 2011 (including the health centre and pharmacy), with a closing date of 7th November 2011 for comments. The parking lay-by, zebra crossing and entry table were also advertised and site notices placed.
- 1.13 In addition, all ward councillors within the area were provided with copies of the consultation information, plus the emergency services and London Buses were contacted for their views.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 4 responses were received; comprising of 1 from the Metropolitan Police Traffic Unit, 1 from Newlands Pharmacy, 1 from the NHS and 1 from a ward councillor.

2.2 The comments are summarised as below;

Respondent	Comment
Metropolitan Police Traffic Unit PC Graham Harris	South-bound approach to zebra crossing has 6 sets of zig-zags and would recommend 8 sets.
Mr Vasu Newlands Pharmacies	Supportive of scheme.
Cllr Bull (Gooshays Ward)	Plans look good.
Ray Heath Estates Manager NHS Outer North East London	Completely supports schemes.

3.0 Staff Comments

- 3.1 In response to the comments made by the Metropolitan Police regarding the amount of zig-zags on the south-bound approach to the crossing, Staff would agree that 8 sets would be appropriate.
- 3.2 There is also support from the, NHS, the pharmacy and a ward councillor.
- 3.3 Given the lack of objection, Staff recommend that the scheme be implemented.
- 3.4 Drawing QK012/102 reflects the comments made by the police.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £45,000 will be met from the 2011/12 Transport for London Local Implementation Plan for the Gooshays Drive/ Gubbins Lane Package.

Legal implications and risks:

Zebra crossings and parking restrictions require advertisement and public consultation before a decision can be made on implementation.

“Kiss & Ride” parking bays require special authorisation by the Department for Transport on a scheme by basis and for this project, the application is being reviewed by the DfT.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

Zebra crossings can help pedestrians gain priority over traffic in order to cross the road.

A speed table in the entrance Trowbridge Road would provide a step-free crossing of the junction and therefore benefit pedestrians, including those who find crossing roads more difficult.

For this particular scheme, the specially authorised “kiss & ride” parking bay is open for use by all motorists for a period of up to 10 minutes. Whilst this includes blue badge holders, Staff believe it necessary for the same regime to apply; otherwise an “ordinary” parking bay would be potentially occupied by blue badge holders on an unlimited basis and remove the turnover required to serve the health centre.

There are parking spaces for disabled people within the health centre and the wider area is generally unrestricted. Therefore Staff are of the view that the “kiss & ride” facility provides a fair balance.

BACKGROUND PAPERS

Project Scheme File Ref:
QK012 – Gooshays Health Centre Scheme

**Appendix I
Site Photographs**

