

Notice of Non-Key Executive Decision

Subject Heading:	Mawney Road - Collision Reduction Scheme – Proposed Safety Improvements (Reference: QX004)
Decision Maker:	Imran Kazalbash Director of Environment
Cabinet Member:	Councillor Barry Mugglestone
ELT Lead:	Imran Kazalbash Director of Environment
Report Author and Contact Details:	Velup Siva, Senior Engineer 01708 433142 velup.siva@havering.gov.uk
Policy Context:	Havering Local Implementation Plan 2024/25 Delivery Plan
Financial Summary:	The proposed safety measures outlined in this report have been allocated a budget of £0.080m The funding has been secured via a successful application made to Transport for London's (TfL) Local Implementation Plan (LIP) for Accident Reduction Programme – Mawney Road (C42350).
Relevant Overview & Scrutiny Sub Committee:	Places
Is this decision exempt from being called-in?	Yes-Non Key

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

People - Supporting our residents to stay safe and well	[X]
Place - A great place to live, work and enjoy	[X]
Resources - Enabling a resident-focused and resilient Council	[X]

Part A – Report seeking decision

DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

This Executive Decision seeks approval for the installation of: a zebra crossing and yellow box markings as shown on the attached plans in Appendix 2.

The proposed safety measures outlined in this report have been allocated a budget of £0.080m. The funding has been secured via a successful application made to Transport for London's (TfL) Local Implementation Plan (LIP) for Accident Reduction Programme – Mawney Road (C42350) and is ring-fenced for the works.

AUTHORITY UNDER WHICH DECISION IS MADE

Council's Constitution

Part 3

3.3.5. Director of Places Delegated Powers

1.1 To exercise the Council's powers and duties arising under the Road Traffic Regulation Act 1984, New Roads and Streetworks Act 1991 and Traffic Management Act 2004.

1.2 Other than in those matters delegated to the Leader or Cabinet Member to exercise all powers and duties in respect of maintaining and improving highways, providing facilities, and interference with highways arising under Parts IV, V, VII, IX and XIV of the Highways Act 1980.

STATEMENT OF THE REASONS FOR THE DECISION

1. Background

1.1. Scheme Background

Officers have undertaken a number of feasibility studies to investigate whether the implementation of engineering measures would reduce borough wide casualties at locations where it has been found that there are higher than average personal injury collisions.

The proposed measures would help meet the Mayors Vision Zero goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network by working alongside TfL and London Boroughs.

Mawney Road has been identified as one such location and a successful LIP funding allocation was awarded to the Borough for the financial year 24/25.

1.2. The Scope of this Report

This report will:

- Study reported road collisions which have involved injury along the links and nodes for the most recent 60-month period for which data is available. In particular, the report will focus on those collisions that are found to be greater than the comparable average, are linked to speed related collisions and are likely to be effectively treated by introducing measures to eradicate those collisions.
- Identify site details.
- Recommend appropriate measures to reduce collisions along the route, justifying recommendations in terms of the number of collisions to be saved and the nature of the measure in relation to the solution(s) to the identified problems.
- Provide a budget estimate for the works.

2. Preliminary Investigation

2.1. Site Details

- Mawney Road is located just outside Romford Town Centre in the centre of the Borough and connects A12 Eastern Avenue West and St Edward Way (Romford Ring Road),
- Mawney Primary School and Church of St John the Divine School are located along the route to the north and west side respectively.
- There are a number of controlled zebra and signal crossings along the route as well as numerous uncontrolled crossings.
- The land use is predominately residential along the road.
- The road is a single carriageway road with one traffic lane in each direction and is signposted as a 30mph limit.
- There are advisory cycle lanes on both sides of the carriageway along the route.
- There are a number of shops located along the route at the Eastern end of the road.

3 Collision Data and Analysis

3.1 Collision Summary

- 3.1.1 In the five-year period to 31st December 2023, sixteen personal injury accidents (PIAs) were recorded along Mawney Road between A12 Eastern Avenue West and St Edwards Way (Romford Ring Road). Of these sixteen PIAs, one (6%) was serious; three (19%) involved pedestrians, four (25%) occurred in wet conditions and five (31%) occurred during the hours of darkness.

Non-key Executive Decision

3.1.2 A summary of the severity of collisions can be seen below, (please note this table does not include the injuries that resulted from the accidents),

Severity	Accidents	Total as a percentage of all accidents (%)	Outer London Borough Average (%)	Variance
Fatal and serious	1	6.2	8.6	-2.4
Slight	15	93.8	91.4	2.4
Total	16	100		

3.1.3 A summary of the time of day of collisions can be seen below,

Time of Day	Accidents	Total (%)
00:00 - 01:59	1	6.2
02:00 - 06:59	1	6.2
07:00 - 09:59	0	0.0
10:00 - 15:59	8	50.0
16:00 - 18:59	3	18.8
19:00 - 21:59	0	0.0
22:00 - 23:59	3	18.8
Total	16	100

3.1.4 A breakdown of the light conditions can be seen below,

Light Conditions	Accidents	Total (%)	Outer London Borough Average (%)	Variance
Light	11	68.8	70.8	-2.0
Dark	5	31.2	29.2	2.0
Total	16	100		

3.1.5 A breakdown of the road surface conditions can be seen below,

Road Surface Conditions	Accidents	Total (%)	Outer Borough Average (%)	Variance
Dry	11	68.8	82.6	-13.8
Flood (surface water over 3cm deep)	0	0		
Frost/Ice	0	0		
Mud	0	0		
Oil/Diesel	0	0		
Snow	0	0		
Unknown (S/R)	1	6.2		
Wet/Damp	4	25.0	17.4	7.2
TOTAL	16	100.0		

Non-key Executive Decision

3.1.6 A breakdown of Skidding, Jack-knifing and/or Overturning can be seen below

	Accidents	Total (%)
Overtaken	1	6.2
Unknown (S/R)	6	37.5
Total	7	43.7

3.1.7 A breakdown of the type of manoeuvre involved in the collisions can be seen below

Type of manoeuvre	Accidents	Total (%)	Outer London Borough Average (%)	Variance
Changing lane to left	0	0		
Changing lane to right	0	0		
Going ahead left hand bend	0	0		
Going ahead other	4	25.0		
Going ahead right hand bend	0	0		
Moving off	1	6.2		
Overtaking moving vehicle on its offside	1	6.2		
Overtaking on nearside	1	6.2		
Overtaking stationary vehicle on its offside	1	6.2		
Parked	0	0.0		
Reversing	1	6.2		
Slowing or stopping	0	0.0		
Turning left	1	6.2		
Turning right	3	18.8	23.1	-4.3
U turn	0	0		
Unknown	0	0		
Unknown (S/R)	5	31.2		

Non-key Executive Decision

Waiting to go ahead but held up	1	6.2		
Waiting to turn left	0	0		
Waiting to turn right	2	12.5		

3.1.8 Details of Personal Injury Collisions can be seen in Table 1 below.

Table 1 – Casualty Summary and Location Details

Location	Fatal	Serious	Slight	Total Personal Injury Collisions (PIAs)
Mawney Road / Pretoria Road Junction	0	0	1 (1-Dark)	1
Mawney Road / Poplar Street Junction	0	0	1	1
Mawney Road between Poplar Street and Cedar Road	0	0	1 (1-Ped) (1-Wet)	1
Mawney Road / Oak Street Junction	0	0	3 (1-Dark)	3
Mawney Road / Palm Road Junction	0	0	1 (1-Dark) (1-Wet)	1
Mawney Road between Willow Street and Como Street	0	0	1 (1-Dark) (1-Wet)	1
Mawney Road between Como Street and Olive Street	0	0	2 (1-Ped) (1-Dark)	2
Mawney Road / Olive Street Junction	0	0	2	2
Mawney Road between Olive Street and Marks Road	0	1	1 (1-Ped)	2
Mawney Road / Marks Road Junction	0	0	2 (1-Wet)	2
Total	0	1	15	16

Non-key Executive Decision

4 Site Surveys

- 4.1 Automatic Traffic Count surveys (ATCs) were carried out at locations along the route in order to ascertain the number of vehicles travelling along it as well as observed speeds.
- 4.2 The surveys were carried out between the 12th June and 18th June 2024.
- 4.3 The surveys recorded traffic for 24hrs a day over a seven-day period.
- 4.4 The surveys indicated that two-way traffic flows are around 1100 vehicles per hour during the AM and PM peak periods along Mawney Road.
- 4.5 The results indicated that the 85thile speed (the speed at which 85% of vehicles are travelling at or below) exceeds the 30mph speed limit on the majority of length of Mawney Road.
- 4.6 The ATC results can be seen below on Table 2

Table 2 Automatic Traffic Count Survey Results

Location	85th %ile Speed (mph)		Highest Speed (mph)		Mean Speed (mph)	
	N-bound	S-bound	N-bound	S-bound	N-bound	S-bound
Mawney Road south of Poplar Street	31	28	45	45	26	20
Mawney Road south of Cedar Road	32	31	45	50	27	23
Mawney Road East of Palm Road	30	31	50	45	22	26
Mawney Road between Willow Street and Como Street	28	30	50	50	22	23
Mawney Road East of Como Street	31	31	50	50	25	26

5 Proposals

5.1 Mawney Road between Como Street and St Edwards Way

Analysis of the speed surveys indicates that 85thile vehicle speeds are just above the speed limit in Mawney Road by various locations. The 85thile speeds are not considered to be high as the maximum 85thile speed was 32mph. Collision analysis showed that eight personal injury collisions occurred in this stretch of road.

Of these eight PICs,

- one resulted in serious injuries
- two involved pedestrians
- one occurred in wet surface conditions
- one occurred during the hours of darkness.

Non-key Executive Decision

Two pedestrian collisions occurred along Mawney Road just east and west of Olive Street. A serious injury collision occurred along Mawney Road between Olive Street and Marks Road

In order to reduce vehicle speeds and collisions at these locations, a zebra crossing together with illuminated belisha beacon posts and tactile paving are proposed along Mawney Road just east of Marks Road.

5.2 Mawney Road / Poplar Street Junction

Analysis of the speed surveys indicates that 85%ile vehicle speeds are just above the speed limit in Mawney Road by Poplar Street. The 85%ile speeds are not considered to be high as the maximum 85%ile speed was 31mph. Collision analysis showed that one personal injury collision occurred at this junction. Site observation showed that vehicles are finding difficulties turning right into Mawney Road from Poplar Street due to the queues along Mawney Road. It is proposed to provide yellow box markings at this junction to improve the situation.

6 Funding

The proposed safety measures outlined in this report have been allocated a budget of £0.080m. The funding has been secured via a successful application made to Transport for London's (TfL) Local Implementation Plan (LIP) for Accident Reduction Programme – Mawney Road (C42350) and is ring-fenced for the works.

7 Outcome of formal public consultation

- Letters, describing the proposals were delivered to local residents / businesses / occupiers. Approximately, 320 letters were delivered via post to an area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals.
- Sixteen written responses were received from Havering residents, Metropolitan Police, London Ambulance Services, local Members and the Cabinet Member. The comments are summarised in the Appendix 1. A brief summary of comments is as follows.
 - 56% respondents supported the scheme
 - 6% respondents opposed to the scheme
 - 38% respondents raised concerns or made comments
 - Additionally 19% respondents requested additional measures

8 Officers' comments and conclusions

- Of the sixteen written responses, nine respondents supported the scheme while one respondent objected to the scheme. Three respondents have requested additional measures such as speed camera and speed control humps.
- The Metropolitan Police supported the scheme but requested traffic calming measure at the approaches.
- Two local Members supported the scheme. The remaining Members did not

Non-key Executive Decision

provide their preference.

- Two respondents suggested speed cameras while one respondent suggested traffic calming measures.
- Officers' recommended that the proposals as detailed above should be implemented along Mawney Road as shown on the attached plans in Appendix 2.

OTHER OPTIONS CONSIDERED AND REJECTED

Do nothing. This option was ruled out as there is support from various stakeholders to reduce collisions in the area.

PRE-DECISION CONSULTATION

A formal consultation was carried out in October 2024.

NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER

Name: Velup Siva

Designation: Senior Engineer

Signature: *V. Siva*

Date: 04/12/2024

Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

Here officers seek approval for a scheme to construct raised pelican crossings and raised pedestrian refuges with associated works following public consultation.

The Council's power to create a pedestrian crossing on roads is set out in Part III of the Road Traffic Regulation Act 1984 ("RTRA 1984"). Before making an order under this provision the Council should ensure that the statutory procedures set out in Part III of the RTRA 1984 and the Zebra, Pelican and Puffin Pedestrian Crossing Regulations and General Directions 1997 are complied with.

The Council's power to implement traffic calming measures in highway maintainable at public expense is set out in Part V of the Highways Act 1980 ("HA 1980"). Before making an order under this provision the Council should ensure that any relevant statutory procedures set out in section 90C, Part V of the HA 1980 and the Highways (Road Humps) Regulations 1999 ("Regulations") are complied with.

The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer's recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

FINANCIAL IMPLICATIONS AND RISKS

Following the successful application made to transport for London's (TfL) Local implementation plan accident reduction programme, £0.080m has been secured and ring fenced for installation of safety measures (a zebra crossing and yellow box markings) for Mawney Road.

The feasibility, consultation and design element of this project circa £0.013m has been completed, leaving the remaining £0.066m for the construction/implementation and contingency.

This is a standard project for Highways and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built

Non-key Executive Decision

into the financial estimate and in the unlikely event of an overspend, the balance would need to be contained within the overall Environment budget.

The costing breakdown is as follows:

Item/description	Total £m
Expenditure	
Feasibility, Consultation & Design	0.014
Construction/ Implementation	0.059
Contingency 10%	0.007
Total Expenditure	0.080
Income	
Transport for London (TfL)	-0.080
Total Income	-0.080
Anticipated over /(under) spend	0.000

As this funding is ring fenced specifically to this project, the council is only eligible to claim for works completed on Mawney Road for the purpose of accident reduction. Not approving this project would result in forfeiting this external funding.

HUMAN RESOURCES IMPLICATIONS AND RISKS (AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)

The recommendations made in this report do not give rise to any identifiable HR risks or implications that would affect either the Council or its workforce.

EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have 'due regard' to:

- (i) The need to eliminate discrimination, harassment, victimisation, and any other conduct prohibited by or under the Equality Act 2010;
- (ii) The need to advance equality of opportunity between persons who share protected characteristics and those who do not; and
- (iii) The need to foster good relations between those who have protected characteristics and those who do not.

Note: Protected characteristics include age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity, and gender reassignment.

The Council is committed to all of the above in the provision, procurement, and commissioning of its services, and the employment of its workforce. Additionally, the

Non-key Executive Decision

Council is dedicated to enhancing the quality of life and wellbeing for all Havering residents with regard to socio-economic and health determinants.

An EHIA (Equality and Health Impact Assessment) has not been completed and is not required for this decision.

The Council seeks to ensure equality, inclusion, and dignity for all.

There are not equalities and social inclusion implications and risks associated with this decision.

ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS

The provision of the raised pelican crossings and speed tables may change the drivers driving pattern and promote more sustainable travel and therefore this may change emissions in line with the Climate Change Action Plan 2021.

BACKGROUND PAPERS

None.

APPENDICES

Appendix 1	Summary of consultation response
Appendix 2	Plans
Appendix 3	Public consultation letter

Non-key Executive Decision

Part C – Record of decision

I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

Decision

Proposal agreed

Details of decision maker

Signed



Name: Imran Kazalbash, Director of Environment

Date: 09/01/2025

Cabinet Portfolio held: Councillor Barry Mugglestone, Cabinet Member for Environment

CMT Member title: Imran Kazalbash, Director of Environment

Head of Service title: Mark Hodgson, Head of Highways, Traffic & Parking, Environment

Lodging this notice

The signed decision notice must be delivered to Committee Services, in the Town Hall.

For use by Committee Administration

This notice was lodged with me on _____

Signed _____

**APPENDIX 1
SUMMARY OF CONSULTATION RESPONSE**

RESPONSE REF:	COMMENTS	COUNCIL COMMENTS
QX004/1 (Cabinet Member)	Thank you for the info	-
QX004/2 (Local Member 1)	It will be good to have a conversation with you to discuss the various proposals before this goes to consultation.	Following the meeting, Member supported the scheme.
QX004/3 (Local Member 2)	<p>I have some concerns over the proposals.</p> <p>Residents have highlighted that the yellow-box junction may encourage the rat-run I mentioned (Willow Street and Poplar). This is because it will make it easier for vehicles to exit Poplar. With that particular measure in mind, I am requesting that a traffic survey be carried out along Poplar and Willow Street. I can collect residents signatures in a petition for this, if required.</p> <p>With regards to the Zebra Crossing. I am, generally, in favour of the proposal. However, I am concerned about how fast traffic turns from St Edward's into Mawney Road and whether they will have enough time to see the crossing. Have we taken a look at visibility of the crossing, from the ring-road?</p>	Staff advised that the proposals would not cause significant problems which were highlighted by the Member.
QX004/4 (Metropolitan Police)	<p>I am slightly concerned about the proximity of the zebra to the junction. The speed on this carriageway appears slightly fast and as such MAY contribute to both rear end shunt type collisions or the inability to see pedestrians on the crossing point.</p> <p>If this is considered appropriate to position this here I would suggest vertical treatment prior to the crossing and consideration for new road layout signage for a temporary</p>	Speed surveys showed that 85%ile speeds are below 30mph speed limit which is considered to be safer for this type of road. It is considered that additional traffic calming features are not necessary at this stage as 85%ile speeds are below the speed limit. However, additional measures could be considered at a later stage if necessary.

Non-key Executive Decision

	basis. The zebra should be positioned as close to the desire line as possible and as such pedestrian surveys considered.	
QX004/5 (London Ambulance Services)	I cannot foresee any major issues from an ambulance perspective. However, if the zebra crossing is raised could you ensure that it is bus friendly design please?	It is not a raised zebra crossing
QX004/6 (Havering Resident 1)	Support the scheme. However I am little concerns about Fairview Parade.	It is considered that reversing from Fairview Parade would not cause significant problem.
QX004/7 (Havering Resident 2)	Support the scheme. Additional measures were requested.	Additional measures are not necessary at this stage. It could be considered at a later stage.
QX004/8 (Havering Resident 3)	I support the proposed additional zebra crossing in Mawney road for pedestrian safety, however on its own it will not stop speeding in Mawney Road.	Speed surveys showed 85%ile speeds are below the speed limit.
QX004/9 (Havering Resident 4)	I agree that a zebra crossing at the proposed location is a good idea however I am not convinced that this will result in a slowing down of speeding traffic.	The proposal would provide safer pedestrian facilities and would reduce vehicle speeds in the vicinity
QX004/10 (Havering Resident 5)	I am agreeance to the new zebra crossing. Speed camera would be a good idea to reduce vehicle speeds.	Speed cameras are not necessary at this stage.
QX004/11 (Havering Resident 6)	I do not think the crossing will add to the road safety of pedestrians because individuals often pop across the road regardless of the traffic,	Zebra crossing would improve pedestrian safety in the vicinity.
QX004/12 (Havering Resident 7)	I think the proposed site for the new crossing is too close to the end of the road. It will cause traffic to queue around the corner into St Edward's way during peak times.	It may cause delays to the traffic but the proposals would improve pedestrian safety in the vicinity
QX004/13 (Havering Resident 8)	It is the drivers "speed" and their total disregard to the highway code that is causing the incidents, therefore your proposed safety improvements would be a total waste of money and time	The Council believes that the zebra crossing proposal would improve pedestrian safety in the vicinity.

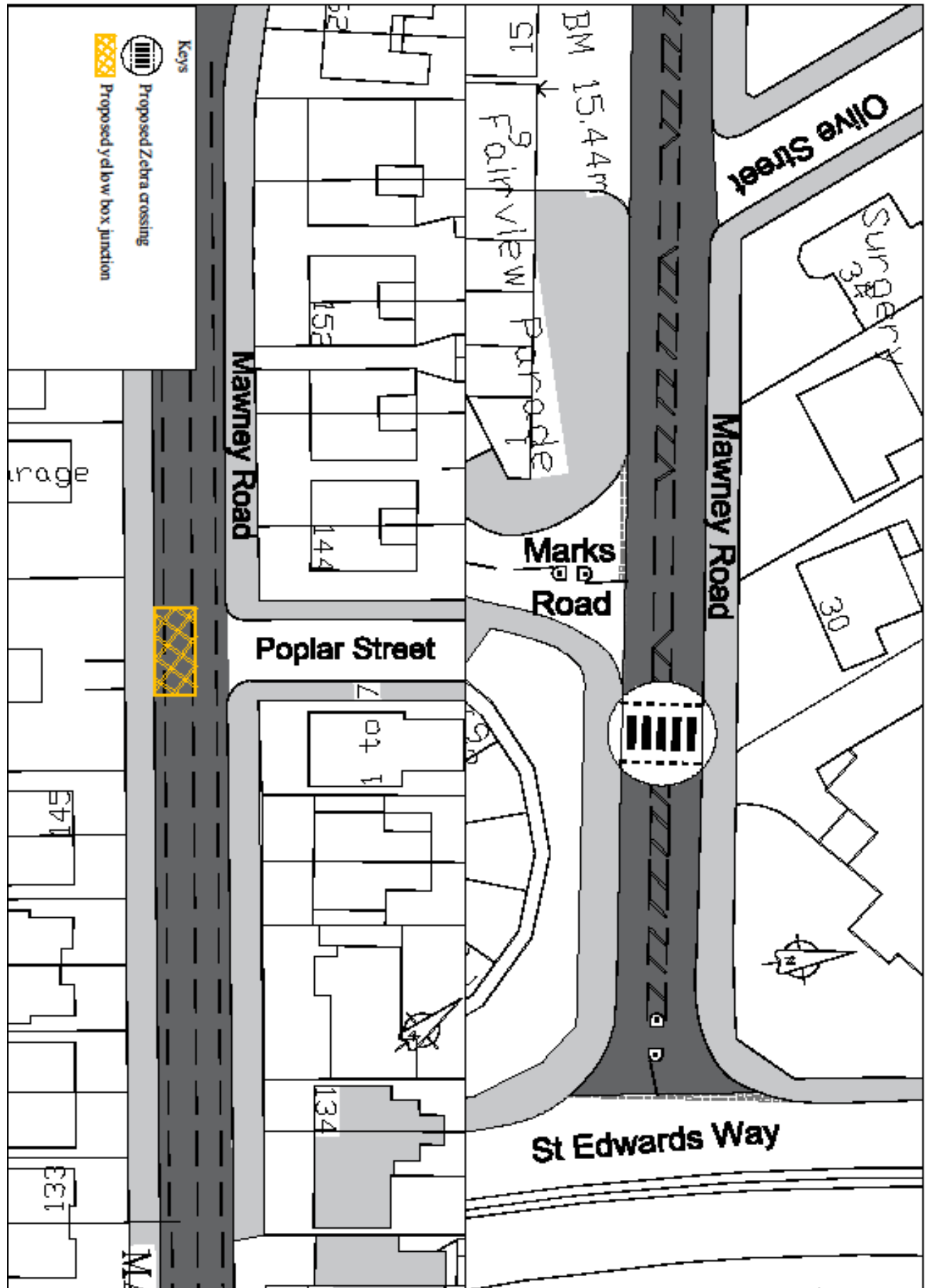
Non-key Executive Decision

QX004/14 (Havering Resident 9)	I would like to highlight that this would cause even more traffic and would be harder to pull out of Marks Road onto Mawney Road,	It is considered that the proposal would not cause significant problem in the vicinity.
QX004/15 (Havering Resident 10)	I am writing to formally raise an objection to the proposed installation of zebra crossings with accompanying zig-zag road markings at Mawney Road by Marks Road and Box Junction on Mawney road	The Council believes that the proposals would improve road safety in Mawney Road.
QX004/16 (Havering Resident 11)	My opinion is that the extra zebra crossing will cause congestion at peak times. It would be better to restrict the speed to 20 mph and add averaging speed cameras on the length of the road.	The Council believes that the proposals would improve road safety in Mawney Road. Additional measures are not necessary at this stage. It could be considered at a later date if necessary.

Non-key Executive Decision

Appendix 2
Plans

Non-key Executive Decision



APPENDIX 3
Public consultation letter



Highways, Traffic and Parking Schemes

London Borough of Havering
Town Hall,
Main Road
Romford RM1 3BB

Ref: QX004

Please call: Mr Siva Velup
Telephone: 01708 433142

Dear Resident/Occupier

Email: schemes@havering.gov.uk

Date: 25th October 2024

Mawney Road Collisions Reduction Scheme
- Proposed safety improvements

We would like to hear your views on a proposed safety improvement scheme for your road.

It follows a feasibility study that was carried out and found that up to 1,100 vehicles per hour use Mawney Road with speeds of up to 50 mph regularly recorded. Further analysis of collision records showed that there have been a total of sixteen personal injury accidents (PIAs) were recorded along Mawney Road between A12 Eastern Avenue West and St Edwards Way (Romford Ring Road). Of these sixteen PIAs, one was serious; three involved pedestrians, four occurred in wet conditions and five occurred during the hours of darkness.

With funding being provided by the Mayor of London's Transport for London office (TfL), we can now look at a proposed scheme including a zebra crossing with tactile paving and illuminated belisha beacon posts as shown on the attached plans.

Large scale plans can also be seen on the Council website - <https://consultation.havering.gov.uk/highways>

Your comments on the proposals would be welcomed and should be sent in writing via email to schemes@havering.gov.uk to be received by **Friday 15 November 2024**.

Please note I am unable to answer individual points raised at this stage, however your comments will be noted and taken into consideration when presenting the final report to the Council's Lead Member for Environment. Any issues will be addressed at that time.

Non-key Executive Decision

All comments received are open to public inspection and the report will be made public.

If you need any more information, please contact me by e-mail, shown at the top of the letter.

Yours faithfully,

V. Siva

Siva Velup

Senior Engineer, Highways, Traffic and Parking.

LONDON BOROUGH OF HAVERING
ROAD TRAFFIC REGULATION ACT 1984 - SECTION 23
ZEBRA CROSSING ON MAWNEY ROAD BY MARKS ROAD,
ROMFORD

1. Notice is hereby given that the Council of the London Borough of Havering (“the Council”), under Section 23 of the Road Traffic Regulation Act 1984, proposes to install a new Zebra Crossing with zig-zag road markings on Mawney Road by Marks Road as detailed in schedule 1 of this notice, to improve the safety of pedestrians.
2. A copy of the plans showing the location of the proposed crossings together with the Council’s statement of reasons for these proposed measures may be viewed from 25th October 2024 to 15th November 2024 on the Councils website on the following link at <https://consultation.havering.gov.uk/highways>
3. Any person desiring to object to the proposals or make other representation should send a statement in writing and the grounds thereof to Highways, Traffic and Parking Group Manager, Town Hall, Main Road, Romford, RM1 3BB, or by email at schemes@havering.gov.uk quoting QX004 to arrive by 15th November 2024.

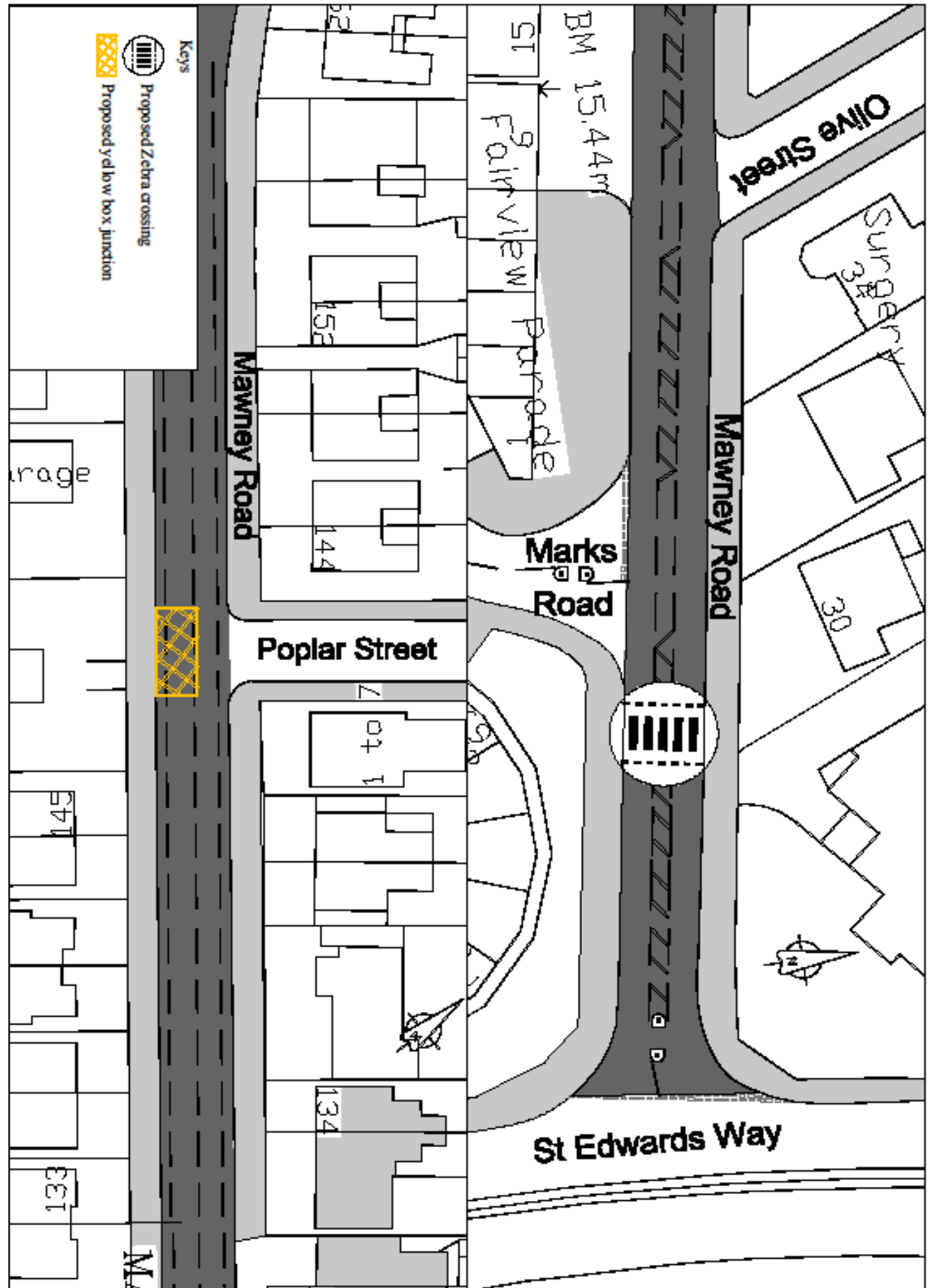
Dated: 25th October 2024

Tony Galloway
Assistant Director of Environment,
Town Hall, Main Road,
Romford, RM1 3BD

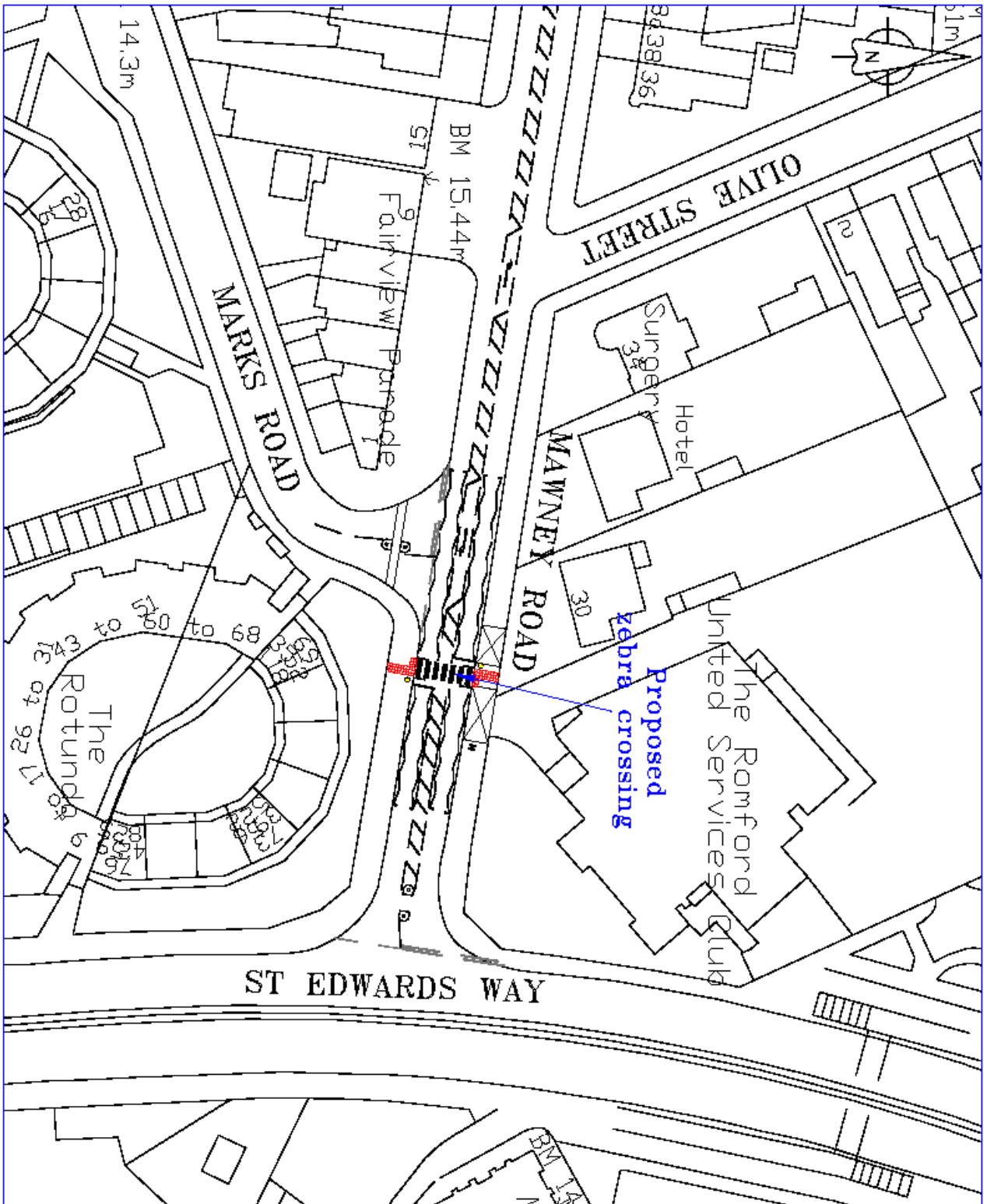
SCHEDULE 1

Mawney Road by Marks Road, Romford	Installation of a new zebra crossing and associated zig-zag markings will be placed either side of the crossing in Mawney Road east of Marks Road, Romford.
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Non-key Executive Decision



Non-key Executive Decision



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<p>PLAN No: C</p>	<p>DATE: 11/03/04</p>
<p>PROJECT: Havering</p>	<p>DATE: 11/03/04</p>
<p>JOB TITLE: MAWNEY ROAD ACCIDENT REDUCTION PROGRAMME</p>	<p>DATE: 11/03/04</p>
<p>DRAWING TITLE: PROPOSED SAFETY IMPROVEMENTS</p>	<p>DATE: 11/03/04</p>
<p>DRAWN BY: VS</p>	<p>CHECKED BY: TLD</p>
<p>SCALE: AS SHOWN</p>	<p>DATE: 11/03/04</p>
<p>DATE: 11/03/04</p>	<p>DATE: 11/03/04</p>
<p>DESIGNED BY: VS</p>	<p>APPROVED BY: TLD</p>
<p>DATE: 11/03/04</p>	<p>DATE: 11/03/04</p>
<p>SCALE: AS SHOWN</p>	<p>DATE: 11/03/04</p>
<p>DATE: 11/03/04</p>	<p>DATE: 11/03/04</p>

