



Havering
LONDON BOROUGH

Notice of Non-Key Executive Decision

Subject Heading:	Main Road / Pettits Lane South / Erroll Road Junction- Casualty Reduction and Pedestrian Crossing Facilities Scheme - Proposed Safety Improvements (Reference QX005)
Decision Maker:	Imran Kazalbash Director of Environment
Cabinet Member:	Councillor Barry Mugglestone
ELT Lead:	Neil Stubbings Strategic Director of Place
Report Author and Contact Details:	Velup Siva, Senior Engineer 01708 433142 velup.siva@havering.gov.uk
Policy context:	Havering Local Implementation Plan (LIP) 2025/26 Delivery Plan
Financial Summary:	Funding of £0.155m has been secured from TfL's Local Implementation Plan for the Accident Reduction Programme to fund the proposed safety measures
Relevant Overview & Scrutiny Sub Committee:	Place
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 the following amendments and additions at the Main Road / Pettits Lane South / Erroll Road Junction:

- A new zebra crossing in Pettits Lane South,
- Yellow box markings in Main Road,
- Banning of the right turn from Main Road into Erroll Road

as shown on the attached plans in Appendix 2.

The proposed safety measures outlined in this report have been allocated a budget of £0.155m. The funding has been secured via a successful application made to Transport for London's (TfL) Local Implementation Plan (LIP) programme for Accident Reduction schemes – Main Road / Pettits Lane South / Erroll Road Junction (C43290).

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 Street Works 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. Introduction

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.

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The Main Road / Pettits Lane South / Erroll Road junction has been identified as one such location and a successful LIP funding allocation was awarded to the Borough for the financial year 2025/26.

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 measures in relation to the solution(s).
- Provide a budget estimate for the works.

2. Preliminary Investigation

2.1 Site Details

- The Main Road / Pettits Lane South / Erroll Road Junction is located in a residential area of Havering, approximately 1km northeast of Romford Station.
- Main Road provides a link to many local amenities, such as Romford Town Centre. Further north, the A12 runs parallel to Main Road and can be accessed via Pettits Lane South.
- There is a school, Marshall Park Academy, located approximately 900m north of the junction on Pettits Lane South. St Edwards CofE Primary School is approximately 650m north-west of the junction. New Beginnings Day Nursery is located on the south-eastern corner of the junction, with vehicle access located on Erroll Road.
- Victoria Hospital is approximately 130m north of the junction on Pettits Lane South. Harefield Manor Hotel is also located on Pettits Lane South, on the north-western corner of the junction. Pettits Lane is a key route for all modes, particularly for private vehicles and freight accessing the A12 to the north.
- The current junction is a priority cross-roads with the major arms being Main Road, and minor roads being Pettits Lane South and Erroll Road. There are no existing traffic movements prohibited, and the speed limit on all arms is 30mph.
- There is a zebra crossing on Main Road to the west of the junction, but no other formal crossing facilities beside existing refuge islands on Pettits Lane South which provide an uncontrolled crossing point for pedestrians.
- Although operating as a four-arm priority junction with two side roads (Pettits Lane South and Erroll Road), the side roads are slightly offset from each other, making the northbound movement from Erroll Road to Pettits Lane South a two-stage movement.
- There are existing advisory cycle lanes along Main Road in both directions, which begin / end at the junction with Erroll Road. There are no cycle facilities on the other arms.

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- The junction has 5 day and 1 night bus routes (174, 347, 498, 499, 686 and N86) travelling through it. All bus routes run along Main Road except the 499 bus route which runs from/to Pettits Lane South.
- There are bus stops on both exit arms of Main Road, which are:
 - Pettits Lane (Stop Z) on Main Road (East) – approx. 50m from the junction. This bus stop is in a layby
 - Pettits Lane (Stop X) on Main Road (West) – approx. 60m from the junction. This bus stop is in a partial layby

3 Collision Data and Analysis

3.1 Collision Summary

3.1.1 In the five-year period to 31st December 2024, fourteen personal injury accidents (PIAs) were recorded at this junction. Of these fourteen PIAs, 4 (29%) were serious and ten (71%) were slight; two (14%) involved pedestrians; one (7%) occurred in wet conditions and four (29%) occurred during the hours of darkness.

3.1.2 A summary of the severity of collisions can be seen in Table 1 below.

Table 1

Severity	Accidents	Total as a percentage of all accidents (%)	Outer London Borough Average (%)	Variance
Fatal and serious	4	28.6	8.6	20.0
Slight	10	71.4	91.4	-20.0
Total	14	100		

3.1.3 A summary of the time of time of day of collisions can be seen in Table 2 below.

Table 2

Time of Day	Accidents	Total (%)
00:00 - 01:59	0	0.0
02:00 - 06:59	0	0.0
07:00 - 09:59	4	28.6
10:00 - 15:59	3	21.4
16:00 - 18:59	2	14.3
19:00 - 21:59	2	14.3
22:00 - 23:59	3	21.4
Total	14	100

3.1.4 A breakdown of the light conditions can be seen in Table 3 below.

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Table 3

Light Conditions	Accidents	Total (%)	Outer London Borough Average (%)	Variance
Light	10	71.4	70.8	0.6
Dark	4	28.6	29.2	-0.6
Total	14	100		

3.1.5 A breakdown of the road surface conditions can be seen in Table 4 below.

Table 4

Road Surface Conditions	Accidents	Total (%)	Outer Borough Average (%)	Variance
Dry	12	85.7	82.6	3.1
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	7.1		
Wet/Damp	1	7.1		
TOTAL	14	99.9		

3.1.6 A breakdown of Skidding, Jack-knifing and/or Overturning can be seen in Table 5 below.

Table 5

	Accidents	Total (%)
Overtaken	0	0.0
Skidded	0	0.0
Unknown (S/R)	9	64.3
Total	9	64.3

3.1.7 A breakdown of the type of manoeuvre involved in the collisions can be seen in Table 6 below.

Table 6

Type of manoeuvre	Accidents	Total (%)	Outer London Borough Average (%)	Variance
Changing lane to left	0	0		

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Changing lane to right	0	0		
Going ahead left hand bend	0	0		
Going ahead other	9	64.3		
Going ahead right hand bend	0	0		
Moving off	0	0		
Overtaking moving vehicle on its offside	0	0		
Overtaking on nearside	0	0		
Overtaking stationary vehicle on its offside	0	0		
Parked	0	0		
Reversing	0	0		
Slowing or stopping	1	7.1		
Turning left	0	0		
Turning right	4	28.6	23.1	5.5
U turn	0	0		
Unknown	0	0		
Unknown (S/R)	4	28.6		
Waiting to go ahead but held up	1	7.1		
Waiting to turn left	0	0.0		
Waiting to turn right	1	7.1		

3.1.8 Details of Personal Injury Collisions can be seen in Table 7 below.

Table 7 – Casualty Summary and Location Details

Location	Fatal	Serious	Slight	Total Personal Injury Collisions (PIAs)
Pettits Lane South Arm	0	1 (1-Ped) (1-Dark)	2 (2-Dark)	3
Main Road East Arm	0	1	3	4
Erroll Road Arm	0	0	1	1
Main Road West Arm	0	2	2 (1-Ped)	4
At the middle of the junction	0	0	2 (1-Dark)	2
Total	0	4	10	14

4 Surveys

- 4.1 Automatic Traffic Count surveys (ATCs) were carried out at locations along the route near to the junction 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 3rd October and 9th October 2024.
- 4.3 The surveys recorded traffic for 24hrs a day over a seven-day period.
- 4.4 The surveys indicated that maximum two-way traffic flows are around 1700 vehicles per hour during the AM and PM peak periods along Main Road.
- 4.5 The results indicated that the 85thile speeds (the speed at which 85% of vehicles are travelling at or below) exceed the 30mph speed limit on the Pettits Lane South Approach to the junction in both directions although this is only slightly above the posted speed limit. 85thile speeds are compliant to the posted speed limit elsewhere and the speed surveys show that mean speeds are compliant to the posted speed limit on all arms.
- 4.6 The ATC results can be seen below on Table 8

Table 8 Automatic Traffic Count Survey Results

Location	85th %ile Speed (mph)				Mean Speed (mph)	
	N or E-bound	S or W-bound			N or E-bound	S or W-bound
Main Road West Arm (100m from Pettits Lane)	28.5	26.8			23.6	22.0
Pettits Lane South Arm (100m from Main Road)	31.5	31.9			27.6	27.0
Main Road East Arm (100m from Pettits Lane)	30.8	29.6			25.8	25.3

5 Proposals

A series of proposals are set out in detail below along with the rationale behind them. In each case the proposals have been developed considering site conditions and considering the recorded Personal Injury Accidents that have occurred. The proposals are also shown in Appendix 1.

5.1 Main Road / Pettits Lane South / Erroll Road Junction

5.1.1 The Speed Survey results indicate that the 85th% vehicle speeds are within the posted speed limit at three approaches to the junction except for the Pettits Lane South Arm where the 85th% speeds are slightly higher. Analysis of the collision records showed that fourteen PICs occurred in this junction. Of these fourteen PICs, 4 (29%) were serious and ten (71%) were slight; two (14%) involved pedestrians; one (7%) occurred in wet conditions and four (29%) occurred during the hours of darkness.

The purpose of the study was to review the junction from a safety perspective and suggest potential improvements that range from minor to major in terms of the level of intervention. Major improvements such as traffic signals were initially examined but discounted. Modelling of the junction indicated any proposed signal scheme to be largely cost prohibitive but would also result in adverse queues and delays so by potentially resolving a safety issue there would remain significant issues relating to cost and network disruption.

Based on site observations it was found that there are a number of conflicting movements that are challenging for vehicles to negotiate when traversing the junction. This is exacerbated by congestion levels on Main Road

Examining the recorded PIAs and also based on site observations, proposals have specifically sought to address the following:

- Improve pedestrian provision and safety on the Pettits Lane South Arm of the junction.
- Improve conditions for vehicles turning from Pettits Lane South through minimising the number of potential conflicts that vehicles may experience and slowing vehicle speeds on Main Road. This will allow better gap opportunities for traffic from Pettits Lane South to Main Road.

In order to reduce collisions and provide controlled pedestrian crossing facilities at this junction, the following safety improvements are proposed.

- Introduction of yellow box junctions on the east and westbound Main Road carriageway through the junction to provide space for Pettits Lane traffic to turn right and left when queueing and associated blockage occurs.
- Introduction of a new zebra crossing point on Pettits Lane South, approximately 6m north of the junction with Main Road. Street lighting to be upgraded to effectively light the new crossing. There have been three PIAs in Pettits Lane South. Of the three PIAs, one was serious which involved a pedestrian. The existing pedestrian refuge in Pettits Lane South is uncontrolled, and site

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observations have indicated that pedestrians are having difficulties in crossing the carriageway due to the volume of traffic. The controlled zebra crossing proposal would provide safer pedestrian crossing facilities and slow down the vehicles along Pettits Lane South, particularly turning traffic.

- Banning of the right turn from Main Road into Errol Road, with a new banned right turn sign. It is noted that on the day of the traffic survey, 46 vehicles made this right turn across the 12-hour period. This means under 4 vehicles are turning right over a given one-hour period. The affected vehicle numbers are considered to be very low but by removing them it is hoped to reduce conflict in the area and therefore reduce collisions and improve the operation of the junction. The affected displaced traffic could divert through Kingston Road, Gilbert Road and Junction Road. These movements should not cause significant problems at these roads and junctions as traffic numbers are currently low. By banning this movement, the risk of collisions and blocking vehicles turning from Main Road into Pettits Lane South should be reduced.

The proposed improvements will reduce the complexity within the junction and provide Pettits Lane South traffic with safer opportunities to turn right and left.

6 Funding

The proposed safety measures outlined in this report have been allocated a funding budget of £155,000. The funding has been secured via a successful application made to Transport for London's Local Implementation Plan (LIP) for Accident Reduction Programme and is ring-fenced for the works.

7 Outcome of public consultation

7.1 Letters, describing the proposals were delivered to local residents / businesses / occupiers. Approximately, 400 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. Formal notices were also advertised in the local paper.

7.2 Seventeen written responses were received from Havering residents, local Member, London Ambulance Services, Metropolitan Police, Havering Cyclists and Better Streets for Havering. The comments are summarised in Appendix 1. A brief summary of comments is as follows.

	Support	Objection/ Concerns	Other Comments/ / Requests
Zebra crossing	9 (53%)	2 (12%)	6 (35%)
Yellow box markings	7 (41%)	5 ((29.5%)	5 (29.5%)
Right turn ban	9 (53%)	3 (18%)	5 (29.5%)

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- 53% of respondents supported the zebra crossing while 12% of respondents objected or raised concerns. 35% of respondents made comments or requested various measures.
- 41% of respondents supported the yellow box markings while 29.5% of respondents objected or raised concerns. 29.5% of respondents made comments or requested various measures.
- 53% of respondents supported the right turn ban while 18% of respondents objected or raised concerns. 29.5% of respondents made comments or requested various measures.
- The Metropolitan Police have no objections to the proposals and queried about the vehicle speeds.
- London Ambulance Services have no objections to the proposals
- The local residents requested the following:
 - Speed camera,
 - Traffic signals,
 - Left turn only from Erroll Road,
 - Erroll Road closure,
 - Zebra crossing along Pettits Lane by Havering Drive,
 - 20mph speed limit along Erroll Road.
 - Officers considered that the proposed measures are adequate to improve safety at this junction. The above requests are not necessary at this stage. These could be considered in future.
- One local member raised concerns about the traffic flow and requested analysis regarding the impact of this scheme and the yellow box junctions on traffic flow. Officers shared assessment details which showed that the proposals would provide better performance than the present situation. No further concerns were raised.

8 Officers Comments and Conclusions

Officers recommend that the proposals as detailed above should be implemented at the junction 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 has been carried out in June 2025.
Local members were consulted and one replied.

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

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Name: Velup Siva

Designation: Senior Engineer

Signature: *V. Siva*

Date: 16/09/2025

Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

Here officers seek approval for a scheme to a new zebra crossing, yellow box markings, right turn ban and junction improvements 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

This report is seeking approval for the implementation of safety improvements at the Main Road / Pettits Lane South / Erroll Road Junction, including a new zebra crossing, yellow box markings, and a banned right turn movement.

Following a successful application to Transport for London's (TfL) Local Implementation Plan (LIP) Accident Reduction Programme, a total of £0.155m has been secured and ring fenced for this project. The funding is specially allocated for the following safety improvements:

- A new zebra crossing in Pettits Lane South,

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- Yellow box markings in Main Road,
- Banning of the right turn from Main Road into Erroll Road

The feasibility, consultation and design phase was originally estimated at £0.020m, of which £0.012m is currently committed and recorded on Fusion. The remaining costs for this phase are yet to be processed. This results in an balance of £0.135m to support the construction, implementation stages and the associated 10% contingency provision.

This is a standard Highways project, and there is no expectation that the works cannot be delivered within the approved budget. A contingency allowance has been incorporated into the financial estimate to mitigate potential risks. In the unlikely event of an overspend, any additional costs would need to be managed within the overall Environment budget.

The costing breakdown is as follows:

Item / Description	Total (£m)
Expenditure	
Feasibility, Consultation & Design	0.020
Construction / Implementation	0.119
Contingency 10%	0.016
Total Expenditure	0.155
Income	
Transport for London (TfL)	(0.155)
Total income	(0.155)
Anticipated Over / (Under) Spend	0.000

As the funding is ring-fenced specifically to this scheme, the Council is only eligible to claim expenditure directly related to the Main Road / Pettits Lane South / Erroll Road junction improvements. Failure to approve this project would result in the forfeiture of the external funding which has been awarded for the purpose of accident reduction.

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

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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 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 staggered pedestrian crossings and associated works 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

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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: 7th October 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
QX005/1 (London Ambulance Services)	<p>Our only concern is the loss of the right hand turn into Erroll Road from Main Road.</p> <p>This could delay emergency response to residents in the area.</p> <p>If the right hand turn is being is to be progress could the traffic order include the following exemptions please?</p>	<p>Officers advised that Emergency Services are exempted from any right turn ban restrictions.</p>
QX005/2 (Metropolitan Police)	<p>I note that speeds here are high you record these at 40+MPH. What is being done to address this issue?</p> <p>Please ensure that the yellow box junction is not so wide as it prevents people from seeing this and is in line with yellow box measurements.</p>	<p>Although highest vehicle speeds are higher for this types of roads, the 85%ile speeds are 31mph in Main Road and 32mph in Pettits Lane. It does not meet the Council's criteria to provide any vertical deflections such as speed table and speed cushions. The proposed new zebra crossing would slow down the traffic and improve the current situation.</p> <p>The proposed yellow box markings are compliant with the current regulations.</p>
QX005/3 (Local Member 1)	<p>I do have some concerns about the traffic flow. The roads are not wide, and main road is already heavily congested.</p> <p>Can you please send over any analysis you've done regarding the impact of this scheme and the yellow box junctions on traffic flow.</p>	<p>Officers provided scheme assessment details to the local member. The assessment showed that the proposals would provide little better performance than the present situation. No further queries received from the local member.</p>
QX005/4 (Havering Resident 1)	<p>I agree in principle with your junction improvements but would like to add the following:</p> <p>I live in Errol Road where we are lucky that it is not often used as a rat run, and I'd like to keep it that way. I am slightly worried that the</p>	<p>It is considered that the yellow box markings would not cause any rat run.</p>

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	<p>yellow box junction may have the unexpected consequence of making it easier for traffic to go straight across from Pettits Lane into Erroll Road making it a rat run.</p> <p>If traffic exiting Pettits Lane onto Main Road could only turn left or right with the use of mandatory signs, then this would stop Erroll Road becoming a rat run.</p> <p>I would prefer to avoid blocking Erroll Road off or making in no entry as the Harwood Hall Hotel has a building and carpark on the corner of Main Road and Erroll Road, with their car park entrance in Erroll Road. I'd rather the hotel traffic wasn't forced to use the length of Erroll Road, which would be the case if no entry signs or road blocking was used.</p>	<p>These proposals could be considered at a later date if necessary.</p>
<p>QX005/5 (Havering Resident 2)</p>	<p>I quite agree with the Havering Council's proposed scheme of a zebra crossing in Pettits Lane South, markings of yellow boxes in Main Road and of right turn into Erroll Road from Main Road.</p> <p>Should the Council not also consider of installing of speed cameras on Main Road with a speed limit of 30mph which will deter motorists from exceeding this limit and generate income from for the Council if caught driving over 30mph. As this scheme will be funded by TFL,</p> <p>I have one more important request that the timings on Pelican Crossing on Main Road between Raphael Park and Lodge Farm Park needs adjusting. During my daily walk to the two parks, I note that the green light remains on for just 5 seconds whereas the red light remains on for 10 seconds. Therefore while the above work is carried on, TFL can also look into this matter.</p>	<p>These proposals could be considered at a later date if necessary.</p> <p>With reference to timings, the Council will inform TfL to investigate.</p>

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QX005/6 (Havering Resident 3)	I totally agree with the improvements which you mentioned in your letter dated 27. June 2025.	-
QX005/7 (Havering Resident 4)	<p>The proposed alterations to the Main Road / Pettits Lane / Errol Road Junction look to be the answer to the dangerous road junction.</p> <p>I look forward to the work starting.</p>	-
QX005/8 (Havering Resident 5)	<p>I refer to your recent plans to install a zebra crossing at the junction of Pettits Lane and Main Road I live locally and to be truthful there are 2 crossing points near that junction already that enable you to cross halfway across the road and personally I have never experienced any problems.</p> <p>I would say that a crossing is more needed at the top of Rosemary Avenue as there are numerous people trying to cross there to either go to the nursery on corner of Pettits Lane and Havering Drive or go down Havering Drive to either of the primary schools and you definitely take your life in your hands more so if you have young children or a buggy with you.</p>	<p>The proposed zebra crossing would improve pedestrian safety at this location.</p> <p>This proposal could be considered at a later date if necessary.</p>
QX005/9 (Havering Resident 6)	<p>I am in agreement that improvements to road and pedestrian safety at this junction are essential to reduce the number of accidents and incidents that occur there.</p> <p>A zebra crossing is definitely required at the end of Pettits Lane to assist pedestrians and the 'no right turn' into Erroll Road will certainly improve safety.</p> <p>I would go even further and have a 'left turn only' from Erroll Road at the junction.</p>	<p>-</p> <p>These proposals could be considered at a later date if</p>

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	<p>This would stop the confusion of cars heading straight across to Pettits Lane or turning right into Main Road.</p> <p>Vehicles can easily turn left out of Erroll Road and travel to the Roundabout at Mercury Gardens and come back up Main Road to either turn left into Pettits Lane or continue towards Gidea Park.</p> <p>My main concern is that drivers turning left into Pettits Lane from Main Road, will have no view of the new zebra crossing until they have entered the yellow box, and if a pedestrian decides to cross, and the traffic suddenly stops, they will be trapped in the box and ultimately fined, through no fault of their own.</p> <p>This will affect hundreds of vehicles every day.</p> <p>Great for council funds but more misery heaped on the poor motorist.</p> <p>I would suggest reducing the size of the yellow junction box on the Romford to Gallows Corner lane, to free those vehicles turning left from Main Road into Pettits Lane. These vehicles are causing no safety issues and removing the yellow box here will have no detrimental effect to the new scheme.</p> <p>The yellow box can remain for all other exits.</p> <p>Other previously suggested alternatives would be to install traffic lights, which would have the added benefit of slowing the traffic down and allowing pedestrians to cross safely.</p>	<p>necessary.</p> <p>Yellow box markings alteration on the Pettits Lane side will be considered at detailed design stage to address this concern.</p>
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	<p>I would ultimately prefer to have the end of Erroll Road closed off or gated at the junction with Main Road, as has happened further along Main Road at Repton Avenue. That was installed some years ago to manage traffic flow and improve safety. The Pettits/Main Road/Erroll junction is a much busier junction and there are a lot more cars on the road today.</p>	
<p>QX005/10 (Havering Resident 7)</p>	<p>I DO agree to no right turn into Erroll Road.</p> <p>I am concerned about the box for left turners into Pettits - drivers could get caught in a yellow box through no fault of their own, depending on visibility round the corner into Pettits. For example, a car turns the corner and is stopped by people stepping on to zebra crossing: the following car then has nowhere to go so is trapped in the box and fined.</p> <p>Left and right turn only from Pettits would be helpful - stopping traffic crossing from Pettits to Erroll - thus removing the 'rat run' as cars speed down the road. A 20mph limit in Erroll Road could be of benefit, as exists in Oaklands Ave.</p> <p>I assume provision has been made so there is sufficient room for larger vehicles to turn right from Main Road into Pettits.</p> <p>I DO NOT agree with closing off the top of Erroll: traffic for the hotel (including large delivery vehicles) and nursery would be increased in our road and increase the chance of accidents at the junction of Kingston and Erroll where cars often drift into the wrong lane. Line markings would be helpful here.</p>	<p>-</p> <p>Yellow box markings alteration on the Pettits Lane side will be considered at detailed design stage to address this concern.</p> <p>These proposals could be considered at a later date if necessary.</p>

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<p>QX005/11 (Havering Resident 8)</p>	<p>I applaud the planned pedestrian crossing as many motorists have yet to understand that pedestrians have priority when attempting to cross a road at a road junction, and this can be a busy junction.</p> <p>I wish to object to the part of the above scheme, namely the yellow box markings as being unnecessary to improve road safety at this offset cross roads.</p> <p>Will traffic turning into Pettits Lane from Main Road, who then have to stop for a pedestrian who is on or about to cross on the crossing in Pettits Lane, be penalized for not exiting the Yellow Box? You sometimes get 3 or 4 vehicles turning into Pettits Lane and if the first has to stop to allow pedestrians to use the crossing, then the last vehicle will be stranded in the box junction.</p> <p>The justification for this scheme, appears to be 14 PIA's at this junction, but you fail to say over what period of time these occurred, was it in one year or 10 years? and whether a full investigation was carried out with regard to the cause(s) of these incidents. This junction is indeed an offset cross road with a very minor road (<i>Erroll Road</i>) being used as a "rat run".</p> <p>A way of improving safety at this junction would be to block off access to Erroll Road at Main Road (<i>the same as at Repton Avenue</i>) effectively turning Erroll Road into a cul-de-sac and thereby turning this into a road Junction instead of an uncontrolled cross roads. Access to the Main Road end of Erroll Road will be via Kingston Road. This would be far cheaper, and have more effect, and will have a safer outcome.</p>	<p>-</p> <p>Officers considered that the proposed measures would improve road safety at this location.</p> <p>Yellow box markings alteration on the Pettits Lane side will be considered at detailed design stage to address this concern.</p> <p>These proposals could be considered at a later date if necessary.</p>
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	<p>To me, and I believe many others this scheme is more about having cameras monitoring the new layout and financial penalties for those who fail to comply, thereby raising revenue for the Council.</p> <p>I have lived in Pettits Lane for 50 years and I am familiar with these roads.</p>	
<p>QX005/12 (Havering Resident 9)</p>	<p>I have just been notified of your proposals and am not entirely happy with them for the following reasons:-</p> <p>1- the yellow box junctions are now just a new money spinner for the Council and there are occasions where you are caught in them through no fault of your own when traffic pulls out in front of you eg traffic proceeding along Main Rd and someone pulls out of Erroll or Pettits thus blocking your exit out of the yellow box.</p> <p>2- a zebra crossing in Pettits Lane needs to be some way down there, otherwise it will be a danger from traffic turning on to Pettits from Main Road. There is already an island in the road enabling safe crossing to go to the Victoria Hospital site.</p> <p>3-Erroll Road - I do not understand what the controlled crossing that would be widened relates to.</p> <p>4- what is the point of stopping traffic from Main Road turning right into Erroll Road, when traffic from Erroll Road would be allowed free access into Main Road in either direction and more often than not would end up being caught in the new yellow box. It was suggested many years ago that the junction of Erroll and Main Rd should be shut to all traffic, or traffic lights be put at that junction.</p> <p>5- I turn into Erroll Road frequently and it is surprising the number of times pedestrians gaily cross the</p>	<p>Officers considered that the proposed measures would improve road safety at this location.</p> <p>Yellow box markings alteration on the Pettits Lane side will be considered at detailed design stage to address this concern.</p>

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	road without looking, sometimes pushing prams or pushchairs 6- I do not consider 3 weeks is sufficient time for consultation for this scheme, especially with intermittent postal deliveries and during the holiday season. I have only been made aware of it by email from my daughter as I am currently away I trust my comments will be taken on board and changes made to your I'll thought out proposals	
QX005/13 (Havering Resident 10)	Please can you advise the timescale over which the road traffic incidents occurred? Did these PIAs occur in the last five years? The last ten? Over six months?	Incidents occurred over five year period.
QX005/14 (Havering Resident 11)	<p>I list my views/concerns below in reference to each proposed change:</p> <p>A new zebra crossing in Pettits Lane South – this proposal is a good idea for the safety of pedestrians, but I consider that the location of the crossing is too close to the junction of Main Road. Traffic waiting at the box junction wishing to turn left into Pettits Lane South from Main Road cannot see around the corner to see if the crossing is being used. If caught behind another vehicle turning left that has had to stop for someone to cross safely that vehicle will be caught in the yellow box junction and fined. I have no objection to the crossing, but would suggest it is moved further down Pettits Lane South towards Victoria Hospital. Another option would be to shorten the box junction so that drivers can clearly see the crossing around the corner before entering the box junction. This will not impede the traffic flow on Main Road.</p> <p>Yellow box markings in Main Road – as mentioned above, I think the yellow box junction should be</p>	<p>Officers considered that the proposed measures would improve road safety at this location.</p> <p>These proposals could be considered at a later date if necessary.</p> <p>Yellow box markings</p>

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	<p>shortened on Main Road for traffic travelling out of Romford Town Centre wishing to turn left into Pettits Lane South to allow a good view of the crossing without being caught in the box junction. As a resident of Erroll Road, my main concern is Erroll Road becoming a 'rat-run'/short cut for impatient motorists travelling on Main Road into Romford Town Centre that will not wait at the box junction and simply turn left into Erroll Road. With a clear space in front of them, I also foresee vehicles on Pettits Lane South waiting to turn right into Main Road choosing to travel straight across to Erroll Road, using it as a short-cut. Again, this will greatly increase traffic flow along Erroll Road. I have lived in Erroll Road for 16 years and have noticed how busy the road has become over the years. More and more motorists are using it as a short-cut and also travel at great speeds when doing so. The box junction will only encourage more vehicles to use Erroll Road. I would like to suggest that Erroll Road is gated (like Repton Avenue) at the junction with Main Road. This would eliminate Erroll Road being used as a short-cut and greatly improve safety at a very busy junction.</p> <p>Banning a right-hand turn from Main Road into Erroll Road – I consider this proposal a good idea.</p> <p>In summary, I foresee the proposed box junction creating more traffic congestion and increased traffic flow through Erroll Road.</p> <p>As a resident of this area and someone who uses/knows this area well, I would be grateful if you could</p>	<p>alteration on the Pettits Lane side will be considered at detailed design stage to address this concern.</p>
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	<p>take my comments and suggestions into consideration.</p> <p>Thank you for giving the residents in this area the opportunity to comment/object to the proposals.</p>	
QX005/15 (Havering Resident 12)	<p>As a resident living on Pettits Lane South, I regularly use the main road junction. I agree that this junction definitely needs some attention. And I am pleased that there is funding being offered for introducing improvements.</p> <p>My feedback on the proposed changes:</p> <p>I strongly disagree with having a yellow box introduced at this junction.</p> <p>Mainly because this will put drivers coming from Pettits Lane South onto the main road at a further disadvantage. Currently, it is already difficult for drivers to turn right to get onto the main road if cars on the main road are making a right turn into Pettits Lane (as this completely blocks traffic to turn right from Pettits Lane South) - especially during peak times.</p> <p>Currently, with the works at Gallows Corner, diverted traffic has increased queues from Pettits Lane South getting onto the main road. This has recently forced me to take side roads to avoid the junction altogether. With the Yellow box to be introduced this traffic will be more reliant on cars giving them way and make drivers less able to confidently inch cars forward onto the main road in fear of being fined to turn right. Furthermore, it may force traffic to go into Errolls Road to avoid that right turn altogether (this is something I may need to do</p>	<p>Officers considered that the proposed measures would improve road safety at this location.</p>

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	<p>as part of my regular journey if changes go forward).</p> <p>Zebra Crossing</p> <p>This will be very useful for school children and residents as currently cars take the turning fast onto Pettits Lane and I have seen people running or not looking right before they cross the road. So a Zebra crossing will give pedestrians more confidence crossing that road.</p> <p>My only concern about this is that it is very close to the yellow box. So those turning left from the main road onto Pettits Lane South and those making a right turn from the oncoming traffic from the main road may find themselves stuck on the yellow box if cars don't respect right of way.</p> <p>No Right Turn on Erroll Road</p> <p>Personally I only use this road to avoid traffic on turning right at the main road from coming out of Pettits Lane South. So the proposed 'No Right Turn' on this Road would not impact me.</p> <p>Recommendation:</p> <p>I do not believe an introducing the yellow box alone is viable due to my reasons above. Instead if the yellow box is to be introduced I think it would work better with also introducing traffic lights at the end of Pettits Lane South, Erroll Road and both ends of traffic on the main road. This will reinforce a clear yellow box crossing junction and regulate priority for cars passing through the yellow box.</p> <p>There were some temporary lights introduced with this effect at this</p>	
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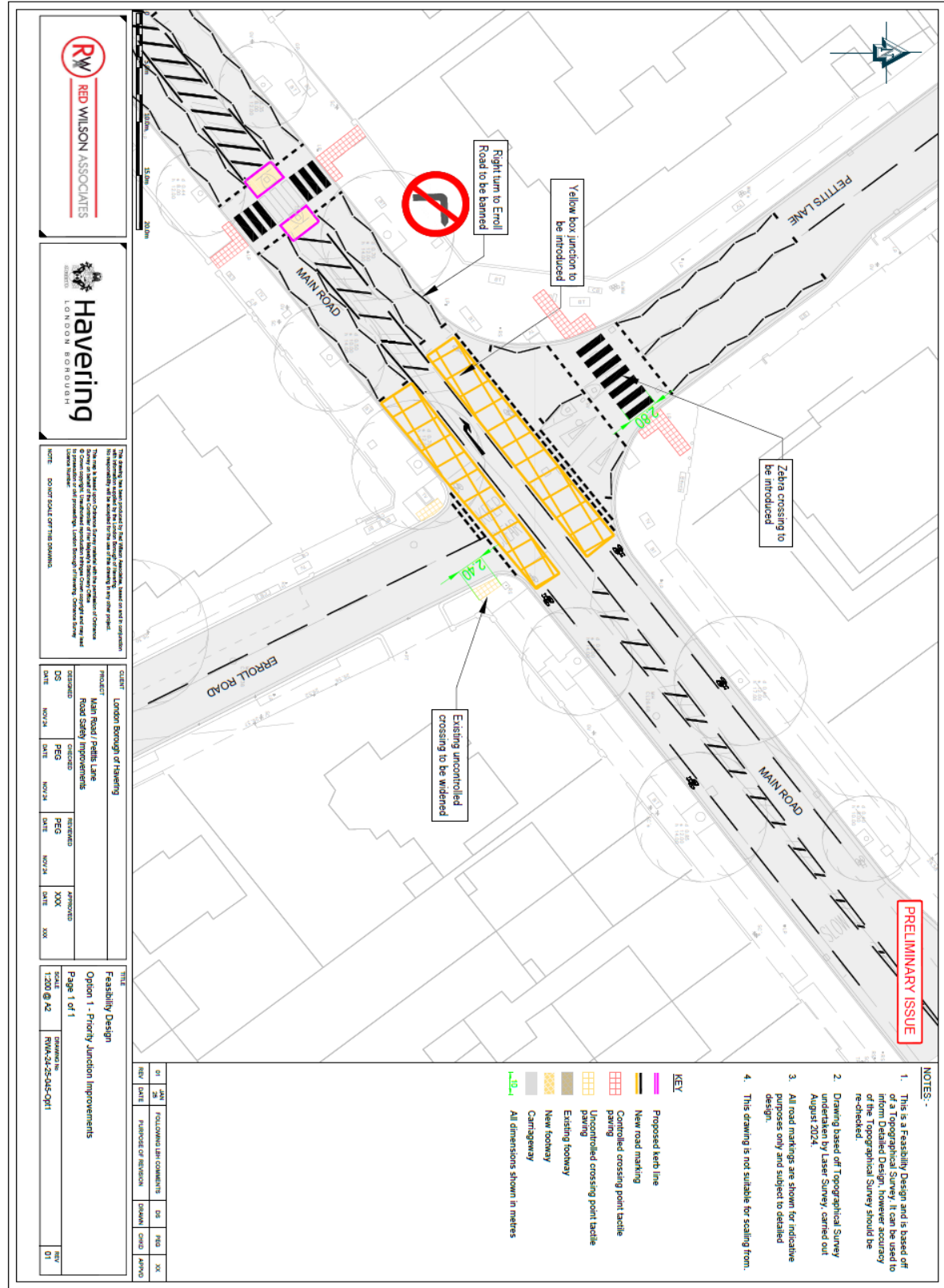
	<p>junction during some road/pavement works this year. I found it to be much better as it gave a clear right turn priority for those coming from Pettits Lane South to get onto the main road. As well as priority for traffic from each ends of the main road and Errolls Road. I believe sensory traffic lights would make the junction more efficient so no one is waiting behind lights when there is no awaiting traffic. I would also introduce crossings at the traffic lights and keep the Zebra crossing proposed on your plan too.</p> <p>On a separate note, I think another zebra crossing is needed near Tesco/Job centre main road. As I have often seen people struggling to cross this road.</p> <p>I hope my comments, concerns and recommendations are helpful for you and trust they will be taken into consideration.</p> <p>If you require any further comments from myself please do not hesitate to get in touch.</p>	
QX005/16 (Havering Resident 13)	<p>I wish to object to the proposed plans to install a yellow box and zebra crossing at the Pettits lane and Main Road junction, I feel this will cause more chaos with traffic queuing back along Pettits Lane for fear of the dreaded yellow box. This would impact access to my own driveway especially at busy periods during the day. This in my opinion is not the best option for this junction.</p>	<p>Officers considered that the proposed measures would improve road safety at this location.</p>
QX005/17 (Better Street for Havering and Havering Cyclists)	<p>We object to the proposals for several reasons:</p> <ul style="list-style-type: none">• As a matter of routine, banned turns should provide exemptions for cycle traffic in line with	<p>The banned right turn exemption for cycles can be considered.</p>

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	<p>the advice given in LTN1/20 and therefore should be provided to permit cycle access into Erroll Road.</p> <ul style="list-style-type: none">• The wider pedestrian refuge and associated hatch markings to the zebra crossing to the south-west of the junction will further place people cycling at risk from motor traffic than the current layout.• Concern that drivers turning right into Pettits Lane will have more attention on finding a gap in oncoming traffic than watching people crossing the proposed zebra crossing.• Drivers turning left into Pettis Lane may fall foul of the box junction if following a vehicle that stops at zebra, causing heavy braking and shunt collisions on Main Road. <p>We think there needs to be a comprehensive redesign of this junction that takes cycle safety and accessibility properly into account and which might include signalisation to manage movements and conflicts.</p>	<p>There is a larger scheme to complete the segregated track from Upper Brentwood Road to the roundabout on the ring road currently being designed.</p> <p>The yellow box junctions makes the right turn easier and so more attention can be given to the crossing. Also there will be associated signage erected.</p> <p>As above associated signage will warn of the crossing prior to making the turn.</p> <p>Yellow box markings alteration on the Pettits Lane side will be considered at detailed design stage.</p>
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Appendix 2
Plans



APPENDIX 3
Public consultation letter



Highways, Traffic and Parking Schemes

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

Ref: QX005

Please contact: Mr Siva Velup

Dear Resident/Occupier

Email: schemes@haverling.gov.uk

Date: 27th June 2025

Main Road / Pettits Lane South / Erroll Road
Junction Collisions Reduction and pedestrian facilities 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 1,700 vehicles per hour use Main Road with speeds of up to 40 mph regularly recorded. Further analysis of collision records showed that there have been a total of fourteen personal injury accidents (PIAs) were recorded at this junction. Of these fourteen PIAs, four were serious and ten were slight; two involved pedestrians; one occurred in wet conditions and four 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 the following: A new zebra crossing in Pettits Lane South, yellow box markings in Main Road and banning of the right turn from Main Road into Errol Road with a new banned right turn sign as shown on the attached plan.

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

Your comments on the proposals would be welcomed and should be sent in writing via email to schemes@haverling.gov.uk to be received by **Friday 18 July 2025**.

Please note I am unable to answer individual points raised at this stage, however your comments will be noted and taken into consideration when

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presenting the final report to the Council's Director for Environment. Any issues will be addressed at that time.

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 PETTITS LANE SOUTH BY MAIN 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 Pettits Lane South by Main 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 27th June 2025 to 18th July 2025 on the Council's 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 QX005 to arrive by 18th July 2025.

Dated: 27th June 2025

Imran Kazalbash
Director of Environment,
Town Hall, Main Road,
Romford, RM1 3BD

SCHEDULE 1

Pettits Lane South by Main Road, Romford	Installation of a new zebra crossing and associated zig-zag markings will be placed either side of the crossing in Pettits Lane South north of Main Road, Romford.
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LONDON BOROUGH OF HAVERING

NOTICE IS HEREBY GIVEN that the Council of the London Borough of Havering proposes to make amendments to the following Order as follows under the Road Traffic Regulation Act 1984 as amended

**THE LONDON BOROUGH OF HAVERING (TRAFFIC MOVEMENT AND
SPEED LIMIT REGULATIONS) (CONSOLIDATION) (MAP BASED)
(AMENDMENT No*) ORDER 202***

PTO 1251

- a) Prohibit motor vehicles from making a right turn into Erroll Road from its junction with Main Road

Further information may also be obtained via schemes@havering.gov.uk
Any objections or other representations about any of the proposed Orders should be sent in writing to the Highways Traffic and Parking Group Manager Havering Town Hall, Main Road, Romford RM1 3BB or emailed to Schemes@havering.gov.uk until the expiration of a period of 21 days from the date on which this Notice is published. All objections must specify the grounds on which they are made.

Dated this 1st day of August 2025