

Notice of Non-key Executive Decision

Subject Heading:	Whitchurch Road Zebra crossing.
Decision Maker:	Imran Kazalbash Director of Environment
Cabinet Member:	Councillor Barry Mugglestone
SLT Lead:	Imran Kazalbash, Director, Environment
Report Author and contact details:	Parwaze Kohistany, Schemes Engineer Parwaze.kohistany@havering.gov.uk
Policy context:	Havering Local Development Framework (2008)
Financial summary:	The estimated cost of £0.055m will be met by S106 funding contributions – Capital code C42650
Relevant OSC:	Places
Is this decision exempt from being called-in?	Yes-Non Key

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

Communities making Havering	[X]
Places making Havering	[X]
Opportunities making Havering	[X]
Connections making Havering	[X]

Part A – Report seeking decision

DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION
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This Executive Decision approves the implementation of a zebra crossing in Whitchurch Road, Romford as shown on the attached Drawing, CD_C42650_WR. It is noted that the estimated cost of £0.055m for implementation will be met by S106 funds.

AUTHORITY UNDER WHICH DECISION IS MADE

Council's Constitution

Part 3

3.8.3. Director of Environment Delegated Powers

(j) Other than in respect of those matters delegated to a Highways Advisory Committee to exercise all powers related to the creation and dedication of public highways and adoption of highways as maintainable at public expense.

(s) To authorise minor alterations to traffic management orders to enable implementation of approved proposals or continuation of traffic management schemes.

(v) To exercise all powers and duties under the Highways Act 1980 that are not delegated to the Leader or Cabinet Member.

STATEMENT OF THE REASONS FOR THE DECISION

1. Background

- a. As a result of a new development on Tring Gardens, Harold Wood, the Council have received funds dedicated to enhancing local pedestrian safety improvements. These funds present an opportunity to improve the safety and accessibility of the Council's Highway network.
- b. After careful consideration and consultation with local residents, it has been decided to implement a zebra crossing on Whitchurch Road. This decision was driven by the need to ensure safe passage for pedestrians, particularly in areas with high traffic flows and no existing pedestrian crossings available. The zebra crossing will not only provide a safer crossing point but also encourage walking as a mode of transport, contributing to a healthier and more connected community.
- c. The proposed crossing will provide a safe and convenient crossing point for vulnerable, disabled, visually impaired, as well as other pedestrians.
- d. The crossing will provide a safer crossing point for the existing and new residents from the potential development on Tring Gardens.
- e. An informal public consultation was carried out in March 2025 and this report details the findings of this consultation as summarised at Appendix 1. This report

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seeks to approve the implementation of a zebra crossing in Whitchurch Road as shown on the attached drawing CD_ C42650_WR in Appendix 2.

2. Proposals

The following improvements are proposed to improve pedestrian crossing facilities.

No. 46 Whitchurch Road

The proposal includes a zebra crossing as shown on the attached plan CD_C42650_WR.

The measures will provide pedestrian crossing facilities to local residents. The proposed crossing is designed to improve and enhance pedestrian accessibility.

3. Outcome of formal public consultation

A resident consultation exercise was held in March 2025.

Letters, describing the proposals were delivered to local residents, businesses and occupiers. Approximately, 53 letters were delivered via post to areas affected by the proposals.

The consultation letters were sent out to local residents, businesses and occupiers in Whitchurch Road.

The consultation questionnaire included the following questions:

1. Are you supportive of the overall proposals?
2. Are you supportive of the proposed zebra crossing outside No.46 Whitchurch Road?
3. Please provide any other comments you have in relation to the proposal set out in this letter

Nine written responses were received from the local residents. The comments are summarised in the Appendix 1.

Analysis of consultation for each measure indicated that:

- 1) Are you supportive of the overall proposals?
6 (67%) supported the proposal, and 3 (33%) opposed the proposal.
- 2) How supportive are you of the proposed zebra crossing outside No.46 Whitchurch Road?
6 (67%) supported the proposal, and 3 (33%) opposed the proposal.

4.0 Officers' comments and conclusions

- 4.1 Of the Nine written responses, the majority of residents have expressed their support for the proposed zebra crossings on Whitchurch Road (67% in support).

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This initiative is expected to bring significant benefits to local residents by enhancing pedestrian safety and promoting a more active lifestyle. The improved crossings will provide safer routes for students travelling to and from school, while also encouraging residents to walk more, contributing to a healthier community overall. Considering the future need for enhanced pedestrian safety in the area and the opportunity to utilise the s106 funding, this report recommends proceeding with the implementation of the zebra crossings.

OTHER OPTIONS CONSIDERED AND REJECTED

There is an option not to progress with any measures. This was discounted however due to the support for the scheme and the benefits that the scheme would bring as outlined above.

PRE-DECISION CONSULTATION

An informal consultation has been carried out in March 2025.

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

Name: Parwaze Kohistany

Designation: Scheme Engineer

Signature: *Parwazek*

Date: 18/04/2025

Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

Here officers seek approval for a scheme to construct zebra crossings 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

The estimated cost of £0.055m for feasibility, consultation, detailed design and implementation will be met by S106 funding, which at the time of this report has sufficient available budget.

This is a standard project for Schemes Team and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall Environment budget.

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The breakdown of costs and funding follows:
into the financial estimate.

Item/description	Total £m
Expenditure	
Street Lightning	0.0165
Road marking and anti-skid.	0.015
Footway and carriageway Surfacing works	0.015
Consultation, reports, and advertising	0.0085
Total Expenditure	0.055
Income	
S106	-0.055
Total Income	-0.055
Anticipated over /(under) spend	0.000

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 Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

Havering has a diverse community made up of many different groups and individuals. The Council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

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 that is 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) Foster good relations between those who have protected characteristics and those who do not.

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

The Council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

There would be some visual impact from the proposals; however, these proposals would generally improve safety for both pedestrians and vehicles.

ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS

The provision of the zebra crossing 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.

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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

Signed: 

Name: **Imran Kazalbash**

Designation: Director for Environment

Date: 13/11/2025

Lodging this notice

The signed decision notice must be delivered to Democratic 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
C42650/01	I support it.	No comments

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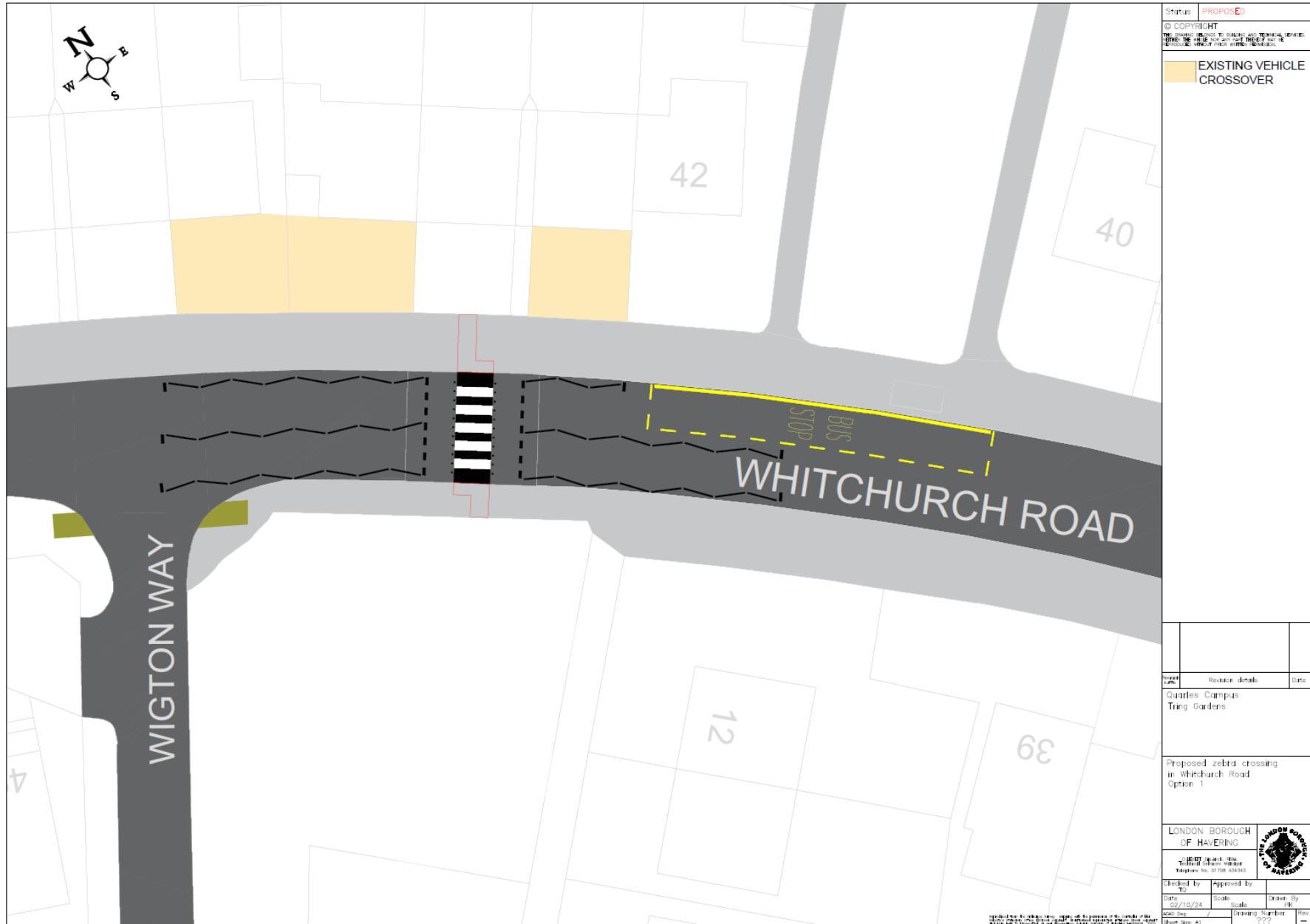
C42650/02	<p>A zebra crossing is 100% needed on this road, I see people having great difficulty crossing this road as some drivers excessively speed up and down most of the time. Some speed humps would be very useful too especially from the bottom of Whitchurch from the mini roundabout up to the shops, there are 4 schools nearby so a lot of children use this road and also quite a lot of deer's have been hit and killed by drivers due to the high speeds which they choose to drive at.</p>	<p>Budget permitting, we will look into further safety measure in this location.</p>
C42650/03	<p>A crossing at the crest of the hill and so close to a bus stop is an accident waiting to happen. For years when Quarles college was open many people crossed the road then without a crossing, so why now? Traffic constantly speeds along Whitchurch Road coming up the hill does not give much sight time.</p>	<p>The crossing is not too close to either of the exiting bus stops. It does not hinder the visibility of the bus nor other drivers.</p>
C42650/04	<p>I recently received your letter regarding the proposed zebra crossing near my property at number 48. While I appreciate the initiative to improve pedestrian safety, I have some concerns about the chosen location outside number 46.</p> <p>The current placement seems quite tight and positioned behind the bus stop rather than near it, which may reduce its effectiveness. Additionally, the presence of a speed bump in that area could lead to increased congestion, making it more difficult for drivers to navigate safely.</p> <p>I believe a more suitable location for the crossing would be at the bus stop at the bottom of the hill. (Near the manner) This placement would provide better visibility for both pedestrians and drivers and improve overall traffic flow.</p> <p>I would appreciate it if you could take this feedback into consideration and let me know if there is an opportunity for further discussion.</p> <p>Best regards, Priscilla Oki</p>	<p>The speed table is an existing feature on the road, we are only extending to the kerb lines, therefore, not much will be change compared to current layout. And the crossing is not too close to either of the exiting bus stops. It does not hinder the visibility of the bus nor other drivers.</p>

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C42650/05	<p>I live in no. 44 Whitchurch Road, which is next door to where the crossing is proposed! We currently have a bus stop and hump outside our property. Both of which have caused problems! We have a drop kerb with off street parking on our drive. The rest of the road is off road parking, which is fully used on both sides. If this zebra crossing goes ahead the majority of these parking spaces will be lost and parking will become a nightmare.</p> <p>Cars currently fly down this road and have to slow down to go over the hump. If the hump was taken away and a zebra crossing was put into place, the cars would still fly down the road, but would only stop if people wanted to cross! Thus going back to the dangerous driving, and the reason why the hump was installed in the first place! There are not enough predestines going to use this crossing to stop this from happening.</p> <p>I am against the proposed zebra crossing, as this will have an effect on the local residents parking and the speed traffic drive down this road. It would not deter drivers from speeding and could potentially become more of a hazard for those tenants who live there.</p>	The proposed crossing will only effect 3 parking spaces. And we are not removing the existing safety measures, the crossing is going to be a complimentary safety measure.
C42650/06	We fully support the proposals.	No comments
C42650/07	Good idea. I support it.	No comments
C42650/08	The added bonus is, it will act as speed calming also	No comments
C42650/09	best idea for Whitchurch Road, as vehicles speed up the hill, don't you a chance to cross especially when getting the bus.	No comments

APPENDIX 2

Drawing: CD_C42650_WR



Status	PROPOSED	
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	EXISTING VEHICLE CROSSOVER	
Rev	Revision details	Date
	Quarles Campus Ting Gardens	
	Proposed zebra crossing in Whitchurch Road Option 1	
LONDON BOROUGH OF HAVERING		
		
Checked by	Approved by	
Date	Scale	Order By
02/10/24	Scale	rk
Drawn by	Drawing Number	Rev
rk	222	1