



Notice of Non-Key Executive Decision

Subject Heading:	Mercury Gardens / Eastern Road Traffic Signals- Upgrading cycle crossing facilities (Reference QX014)
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 Mercury Gardens / Eastern Road Traffic Signals:

- Realignment of existing central traffic islands to ensure straight across east-west cycle movement.
- Introduction of bollards in cycle crossing to prevent motor vehicle movements
- Removal of existing guard railing in the vicinity of the proposed straight across cycle crossing
- Stop lines on Mercury Gardens (North) to be pushed back for both ahead and right turn movements for realignment of traffic islands
- On Eastern Road West, an extension of the advance stop line (ASL) area to 5m to current London Cycle Design Standards (LCDS). Provision of a 4-second early release for cyclists exiting this arm and introduction of a blind spot safety mirror on the existing primary traffic signal pole.
- Adjustment of existing central reservation on Mercury Gardens (North) to ensure sufficient space for a TfL Electric Bus right turn into Eastern Road.
- Traffic signals phasing changes.

Please refer to the attached plans in Appendix 2 for an illustration of the proposals.

A budget of £0.155m has been allocated for the safety measures proposed in this report. This funding has been secured through a successful application to Transport for London's (TfL) Local Implementation Plan (LIP) programme for Accident Reduction Schemes at the Mercury Gardens / Eastern Road traffic signals.

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.

The Mercury Gardens / Eastern Road Traffic Signals 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

2.2 The Mercury Gardens / Eastern Road junction is located in Romford Ring Road. It is an existing signalised T-junction with staggered pedestrian facilities on its southern and western arms. The junction also has a cycle crossing that connects Eastern Road (West) to Eastern Road (East). It should be noted that Eastern Road (East) is blocked off for traffic at the junction with Mercury Gardens with only cyclists and pedestrians able to access the junction from this location. Figure 1 below shows the footprint of the junction.



Figure 1 – junction in scope of review

2.3 Concerns were raised by Sustrans in Spring 2024 that the cycle facilities across Mercury Gardens were causing confusion for cyclists. This was due to the presence of a cycle pushbutton in the centre refuge that displayed a “wait” signal to cyclists crossing from west to east – this was despite cyclists having right of way across the full width of Mercury Gardens.

2.4 In the summer of 2024, Transport for London (TfL) removed the pushbutton that was causing concerns for cyclists; they however noted that the junction fell short of meeting the London Cycle Design Standards (LCDS). TfL has requested the borough review and upgrade this junction to the current standards.

2.5 London Borough of Havering have commissioned Red Wilson Associates (RWA) to review this junction and recommend the most suitable upgrades to better align its layout and operation to the LCDS. Changes proposed are to be minor in scope.

2.6 This report describes the current conditions at the junction for cyclists and describes the proposals RWA recommends in providing improved facilities at this location.

3.0 Existing Conditions

3.1 Existing Operation / Layout.

3.2 The current junction is controlled by traffic signals with some existing traffic restrictions. The right turn from Mercury Gardens North and left turn from Mercury

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Gardens South both into Eastern Road West are permitted only for taxis and cyclists. From Eastern Road West, all vehicles need to turn left except cyclists who can travel across Mercury Gardens onto the footway and through to Eastern Road East via a route that is closed off to motor vehicles.

3.3 The junction is relatively large due to the fact it sits on the Romford Ring Road. There is a central median which houses a large pedestrian island to the south, and a narrower island that splits north and southbound traffic to the north.

3.5 Formal pedestrian facilities are provided on the southern and western arms of the junction. These are via staggered facilities or via a large triangular island that splits left turning traffic from ahead traffic on the northbound Mercury Gardens approach.

3.6 The method of control at the junction is shown below in Figure 2. The right turn from the main road is separately signalled and cyclists crossing Mercury Gardens run during the stage where Eastern Road traffic turns left.

3.7 Westbound cyclists are broadly protected from general traffic as they do not come into conflict with any traffic movements. Eastbound cyclists do share a lane with general traffic who all turn left whilst the cyclists proceed ahead.

3.8 The junction has a TfL traffic signal reference number of 15/045 and is controlled by TfL's UTC system. UTC system allows TfL to change the length of green or red time on a signal to clear an unexpected queue and control the number of vehicles moving into a congested area.

3.9 The junction sits on LCN12 and as such is a signed cycle route which operates along Eastern Road, the existing cycle facility aims to service the east and westbound cycle movements along this route.

4.0 Observations

Officers have made the following observations in respect to the junction's layout specifically in relation to cycle provisions and safety: -

- Poor alignment for cyclists across Mercury Gardens

The route for cyclists from east to west is particularly poor with guard railing blocking the route of cyclists and broadly, the cycle path through the junction requires cyclists to slalom through it. Figure 3 below shows the perspective from a cyclist.

- Advance Stop Line (ASL) on Eastern Road has insufficient depth.

The recommended depth for an Advanced Cycle Stop line (ASL) is 5m, however the existing one on Eastern Road is less than this value. Given all vehicles that turn left conflict with cyclists traveling ahead, it is recommended that the ASL is provided at a recommended depth rather than a minimum value.

- No provision for turning off Mercury Gardens (S) for cyclists

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There are provisions for cyclists turning right from Mercury Gardens (N) into Eastern Road. Here cyclists have a dropped kerb to allow them to come off the carriageway into a shared area and turn to use the east / west cycle crossing.

In the opposite direction, cyclists are not provided with any method to turn from Mercury Gardens (South) into Eastern Road (East). 18 cyclists across the day made this movement according to the traffic flows.

- No additional cycle safety features currently

Since the junction's implementation several new cycle safety features at traffic signals have been developed. None of these features, such as blind spot safety mirrors, low level signals or early release facility have been fitted to this junction.



Figure 2 – East / West Cycle Alignment

Figure 3 – Existing ASL depth on Eastern Road

5.0 Traffic / Pedestrian and Cycle Flows

5.1 Traffic and pedestrian flows were collected at this junction on Thursday 19th September 2024. Figures 4.5 & 6, show all vehicle (minus cyclists), cycle, and pedestrian numbers traversing the junction across the 12-hour survey period which was 7am to 7pm.

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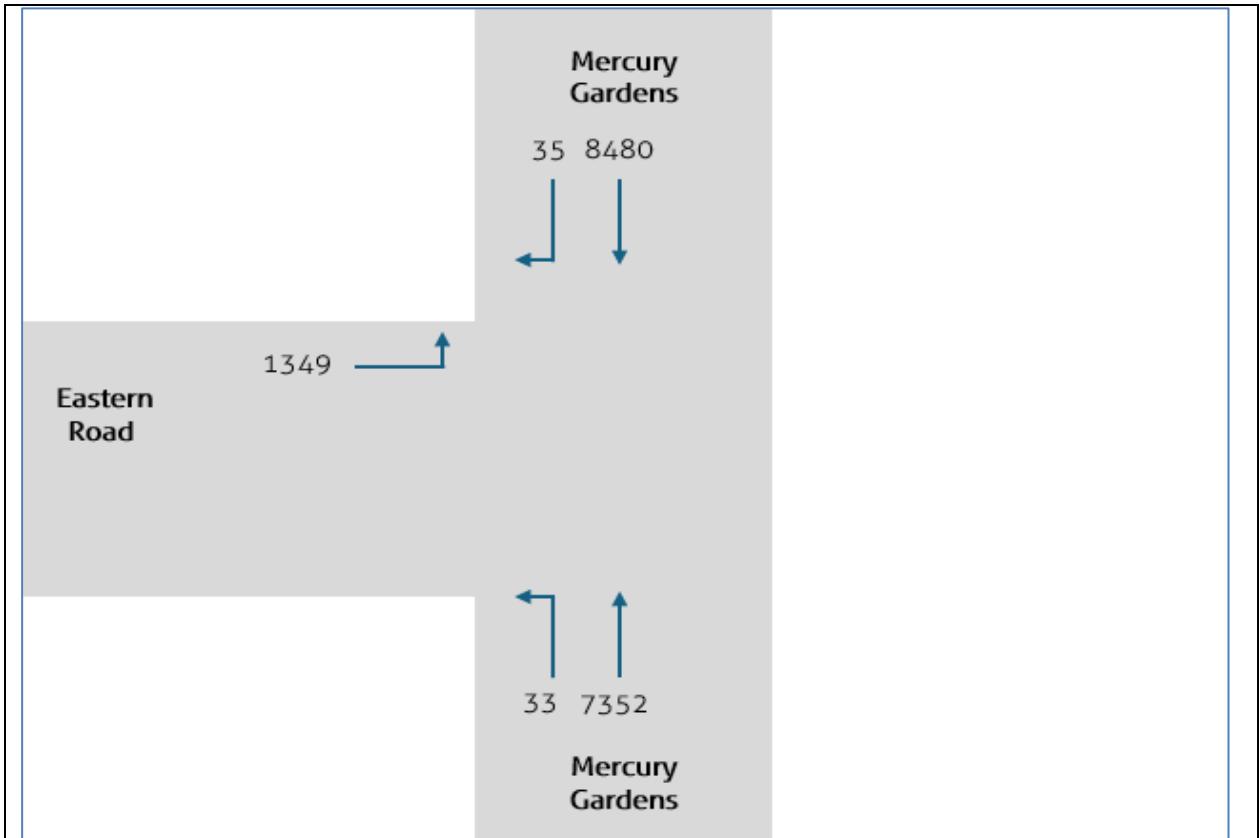


Figure 4 – Traffic flows through the junction excluding cyclists, weekday 7am to 7pm

5.2 The predominant traffic movements as would be expected are from Mercury Gardens southbound and northbound. Very few vehicles turn into Eastern Road likely due to the fact it is restricted to taxis only. The traffic flow out of Eastern Road is relatively significant on average more than 110 vehicles per hour. This is high enough to ensure that this stage is always called which allows cyclists to get a good level of service when crossing Eastern Road.

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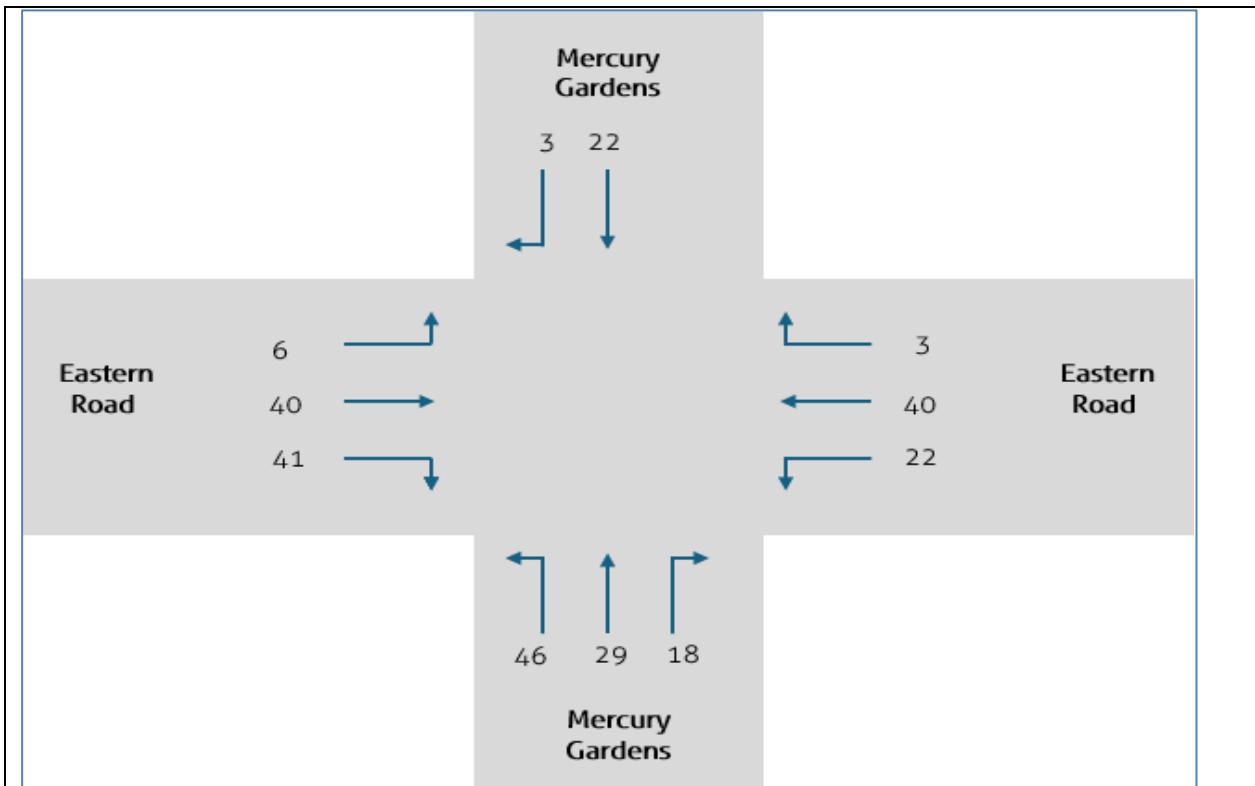


Figure 5 – Cycle flows through the junction, weekday 7am to 7pm

5.3 Across the 12 hour period cycle numbers are relatively low with Mercury Gardens South carrying the highest volume of cyclists (111) followed by Eastern Road West (87), and Eastern Road East (65).

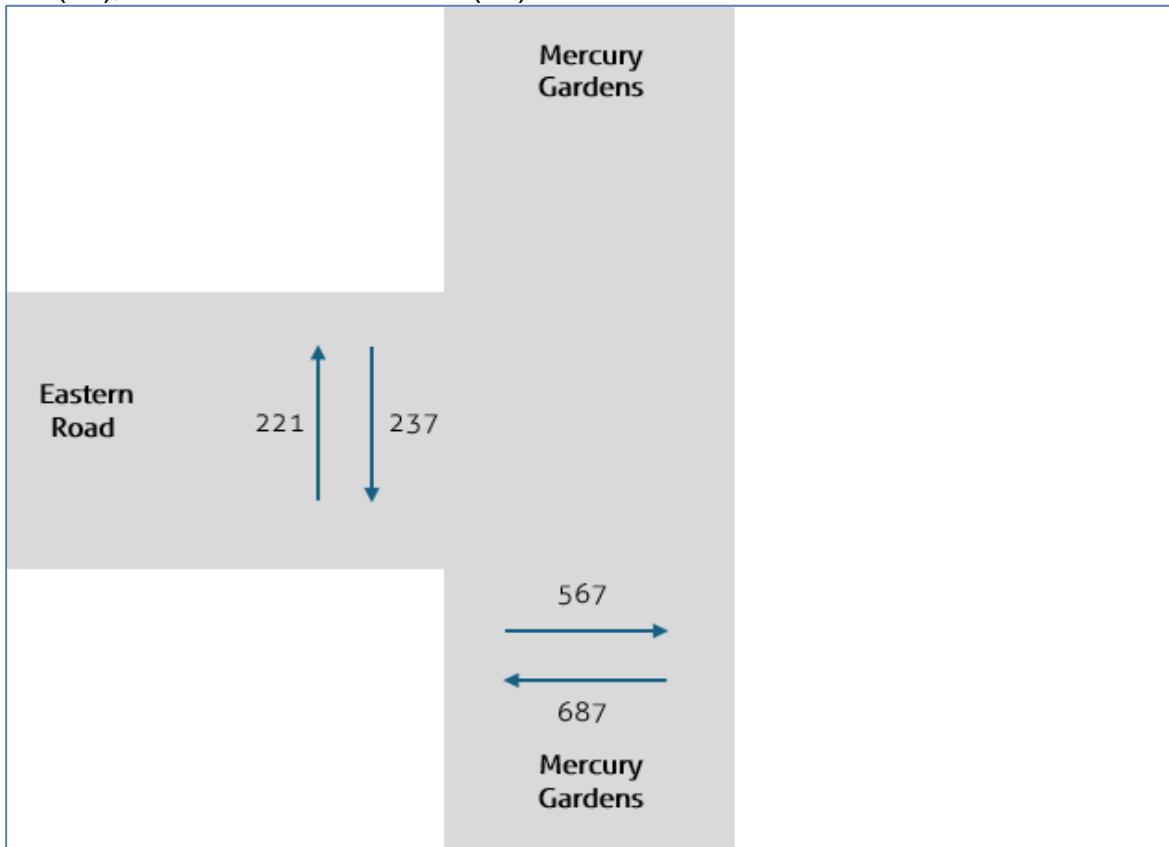


Figure 6 – Pedestrian flows, weekday 7am to 7pm

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5.4 Pedestrian flows are highest across Mercury Gardens. Eastern Road provides good access into Romford Town Centre for pedestrians traveling from the northeast of the junction.

6.0 Collision Summary

6.1 Officers have reviewed the collision statistics at the junction for the 5-year period up to February 2024. At this junction in that time there have been 2 collisions which are described below: -

- June 2021 – collision between a motorist and a cyclist that resulted in slight injuries. The motorist hit the cyclist when they were moving off from north to south on Mercury Gardens.
- November 2021 – collision between two vehicles that resulted in slight injuries. The circumstances and direction of travel are not recorded. It did occur in dark conditions.

6.2 The junction has a good accident record. It potentially could be possible to mitigate future collisions involving cyclists travelling along Mercury Gardens however this would necessitate the provision of a cycle lane through the junction. This would likely require a more significant scheme as physical measures are necessary to provide a continuous footway on the ring road due to existing lane widths. In addition, this is not a signed cycle route so potentially should not be prioritised over improving the link across Eastern Road.

7.0 Proposals

7.1 Proposed Design Changes to Improve Cycle Provisions

Based on the report produced by Red Wilson and officer observations, proposals have specifically sought to address the existing cycling infrastructure at the junction and ensure that it adheres to the LCDS.

7.2 Option 1

Option 1 is shown in Appendix 2 and is drawing - RWA-24-25-044-OPT1.

This option proposes to broadly maintain the existing layout of the junction but make minor changes to alter the existing traffic islands to improve the alignment of the east-west cycle crossing.

Key modifications proposed include: -

- Realignment of existing central traffic islands to ensure straight across east-west cycle movement.
- Introduction of bollards in cycle crossing to prevent motor vehicle movements

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- Removal of existing guard railing in the vicinity of the proposed straight across cycle crossing
- Stop lines on Mercury Gardens (North) to be pushed back for both ahead and right turn movements for realignment of traffic islands
- On Eastern Road West an extension of the ASL area to 5m to adhere to the LCDS. Provision of a 4-second early release for cyclists exiting this arm, and introduction of a blind spot safety mirror on the existing primary traffic signal pole.
- Cut back of existing central reservation on Mercury Gardens (N) to ensure sufficient space for a TfL Electric Bus right turn into Eastern Road.

7.3 Option 1A

An additional option, Option 1A (RWA-24-25-044-OPT1A), also found in Appendix 1, proposes the above modifications, as well as the introduction of a two-stage right turn for cyclists from Mercury Gardens (S) to Eastern Road (E). To ensure cyclists are afforded good progression turning from Mercury Gardens the method of control would need altering so the Eastern Road stage follows the main Mercury Road stage.

8.0 Traffic Modelling Impact

8.1 The proposed changes will have some impact on the junction's operation, through a reduction in available green time for the three key traffic movements. These are both Mercury Gardens approaches, and the Eastern Road approach to the junction.

8.2 Table 8-1 below shows the minimum cycle time that is able to run in the base condition and then compares this to the introduction of Options 1 or 1A. The result is that 4 seconds of time would be lost overall from the green time of the key traffic movements per cycle should Option 1 be introduced and 7 seconds if Option 1A were to be introduced.

Table 8-1 – Minimum Feasible Cycle Times

Options	Minimum cycle time
Base model	44 sec
Option 1	48 sec
Option 1A	51 sec

8.3 Officers have not gone to the extent at this stage of modelling either proposal because we feel that the impact in lost time is relatively insignificant at a junction that runs well in the peak periods.

8.4 Queue lengths at the junction were collected at the same time as the classified turning counts and pedestrian flows. Table 8-2 below shows the average traffic queues experienced in the peak traffic hours on each approach to the junction: -

Table 8-2 – Average traffic queues (19th September 2024)

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Approach	0800-0900 Average queue (PCUs)	1700-1800 Average queue (PCUs)
Mercury Gardens South	2.3	3.3
Mercury Gardens North	2.4	3.6
Eastern Road	2.8	4.6

8.5 The table above demonstrates that the existing queueing is insignificant; allowing us to infer that the introduction of either option would have little impact on capacity at the junction.

9.0 Summary

9.1 Officers have reviewed the operation of this junction from a safety perspective and with a view to understanding where its facilities fall short of those recommended in the London Cycle Design Standards.

9.2 Officers have produced two options which have a minor variation between them that both seek to address the areas where the existing layout falls short from a cycling perspective. Both would have minor capacity impacts compared to the base condition, with Option 1 having a lesser effect than Option 1A. However, given the existing capacity performance at the junction and general lack of queuing Officers would recommend that either option is taken forward to meet the aims of this review. Option 1A was chosen to progress for the public consultation and implementation.

10.0 Funding

10.1 The proposed safety measures outlined in this report have been allocated a funding budget of £155,500. The funding has been secured via a successful application made to Transport for London's (TfL) Local Implementation Plan (LIP) for Accident Reduction Programme and is ring-fenced for the works.

11.0 Outcome of public consultation

11.1 Letters, describing the proposals were delivered to local residents / businesses / occupiers. Approximately, 700 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.

11.2 Eight written responses were received from Havering residents, local Member, London Ambulance Services and Metropolitan Police. The comments are summarised in Appendix 1. A summary of comments is as follows.

- 38% of respondents supported the scheme
- No objections were received.
- 63% of respondents made various comments including waste of money, not many cyclists use this junction, requesting more details etc.
- One local Member supported the scheme. Other Members did not reply.
- The Metropolitan Police have no objections to the proposals and requested a Stage 3 Road Safety Audit after construction.
- London Ambulance Services have no objections to the proposals.

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12.0 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

An informal consultation has been carried out in October 2025. Local members were consulted, and one replied and supported the scheme.

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

Name: Velup Siva

Designation: Senior Engineer

Signature: *V. Siva*

Date: 15/01/2026

Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

Here officers seek approval for a scheme to upgrading cycle crossing facilities 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 seeks approval to implement safety and cycle signal improvements at the Mercury Gardens / Eastern Road Traffic Signals Junction funded by Transport for London's (TfL) Local Implementation Plan (LIP) Accident Reduction Programme for 2025/26.

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 ring-fenced to this scheme and allocated for the following safety improvements:

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- Realignment of existing central traffic islands to ensure straight across east-west cycle movement.
- Introduction of bollards in cycle crossing to prevent motor vehicle movements
- Removal of existing guard railing in the vicinity of the proposed straight across cycle crossing
- Stop lines on Mercury Gardens (North) to be pushed back for both ahead and right turn movements for realignment of traffic islands
- On Eastern Road West, an extension of the advance stop line (ASL) area to 5m to current London Cycle Design Standards (LCDS). Provision of a 4-second early release for cyclists exiting this arm and introduction of a blind spot safety mirror on the existing primary traffic signal pole.
- Cut back of existing central reservation on Mercury Gardens (North) to ensure sufficient space for a TfL Electric Bus right turn into Eastern Road.
- Traffic signals phasing changes.

The feasibility, consultation and design phase was originally estimated at £0.020m, of which £0.010m is currently committed and recorded on Fusion. The remaining costs for this phase are yet to be processed. This results in a balance of £0.135m to support the construction, implementation stages and the associated 10% contingency provision.

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

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, TfL has confirmed that additional funding can be provided by liaising directly with the TfL Lead Officer for the Council.

While no start date is currently set due to Gallows Corner Improvement Programme, TfL has agreed that funding can be carried forward into the next financial year if required. This mitigates the risk of forfeiture due to timing. All listed items have been confirmed as eligible under LIP funding and within the scope of the approved bid.. Failure to approve this project would result in the loss of external funding awarded for accident reduction purposes.

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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 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: 22 January 2026

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
QX014/1 (London Ambulance Services)	Review the planned scheme I cannot foresee any issues from our side.	-
QX014/2 (Metropolitan Police)	At this stage, I have no objections in principle. However, I recommend that a Stage 3 Road Safety Audit be considered to ensure all potential risks are addressed.	Stage 3 Road Safety Audit will be carried out during detailed design stage.
QX014/3 (Local Member 1)	I am supportive of this scheme and measures to improve cycling safety.	-
QX014/4 (Havering Resident 1)	Upgrading this crossing seem a waste of money and time. How many cyclists use this route every day. From my experience it's not many.	<p>Concerns were raised by Sustrans regarding cycle safety at this junction. The Transport for London asked London Borough of Havering to review and improve the cycle crossing facilities at this junction. As a result, the LBH reviewed and proposed measures to improve road safety, particularly for cyclists. Eastern Road is a main east-west London Cycle Network route 12, across the Romford Town Centre.</p> <p>Surveys showed a significant number of cyclists use this junction.</p> <p>It is considered that the proposals would improve cycle crossing facility and reduce collisions at this junction.</p>
QX014/5 (Havering Resident 2)	<p>We have a problem in the road already with electric delivery bikes driving too fast and silent. This redesign will make this worse.</p> <p>We also have a problem with pedestrians walking in the cycle lane, due to it be quicker to cross in one motion than the current 2 leg</p>	<p>Please see above.</p> <p>It is considered that the proposals would improve overall road safety at this junction.</p>

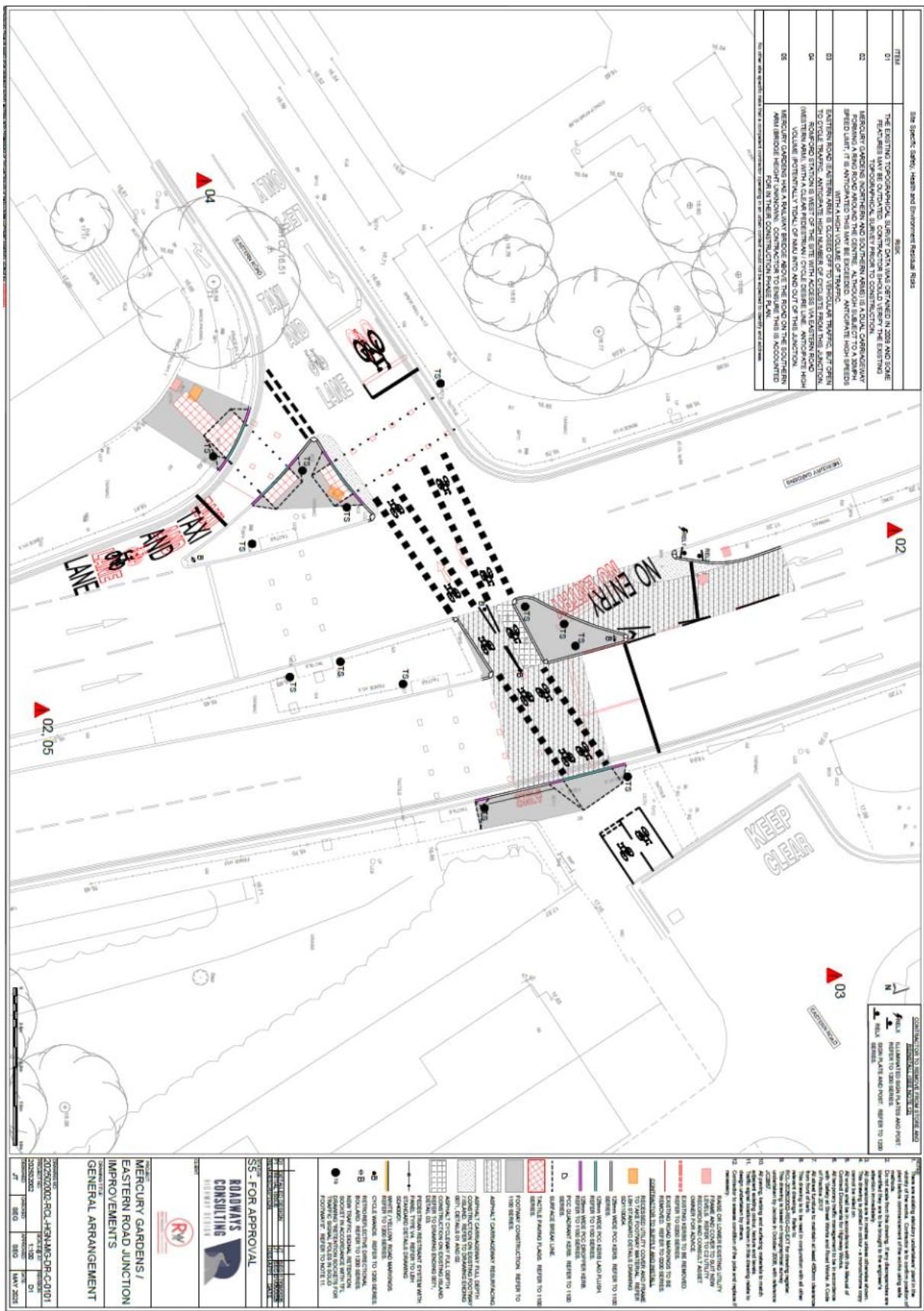
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	crossing This redesign will make this worse	
QX014/6 (Havering Resident 3)	Another scheme to waste valuable ratepayers' money. This scheme will not protect cyclists. Most cyclists using this junction/crossing will not wait for crossing lights, cyclists will continue if they feel they have a chance to progress without stopping, irrespective of the colour of the traffic lights. A high percentage of cycles using this junction are technically electric cycles and are frequently unlit vehicles.	Please see above. It is considered that the proposals would improve overall road safety at this junction.
QX014/7 (Havering Resident 4)	What a complete waste of council tax money. Who thought of this one? More often than not, this crossing is used by the delivery riders, who frequently don't have lights on their bikes.	Please see above. It is considered that the proposals would improve overall road safety at this junction.
QX014/8 (Havering Resident 5)	Please forward a working link	The details were provided in the letter.

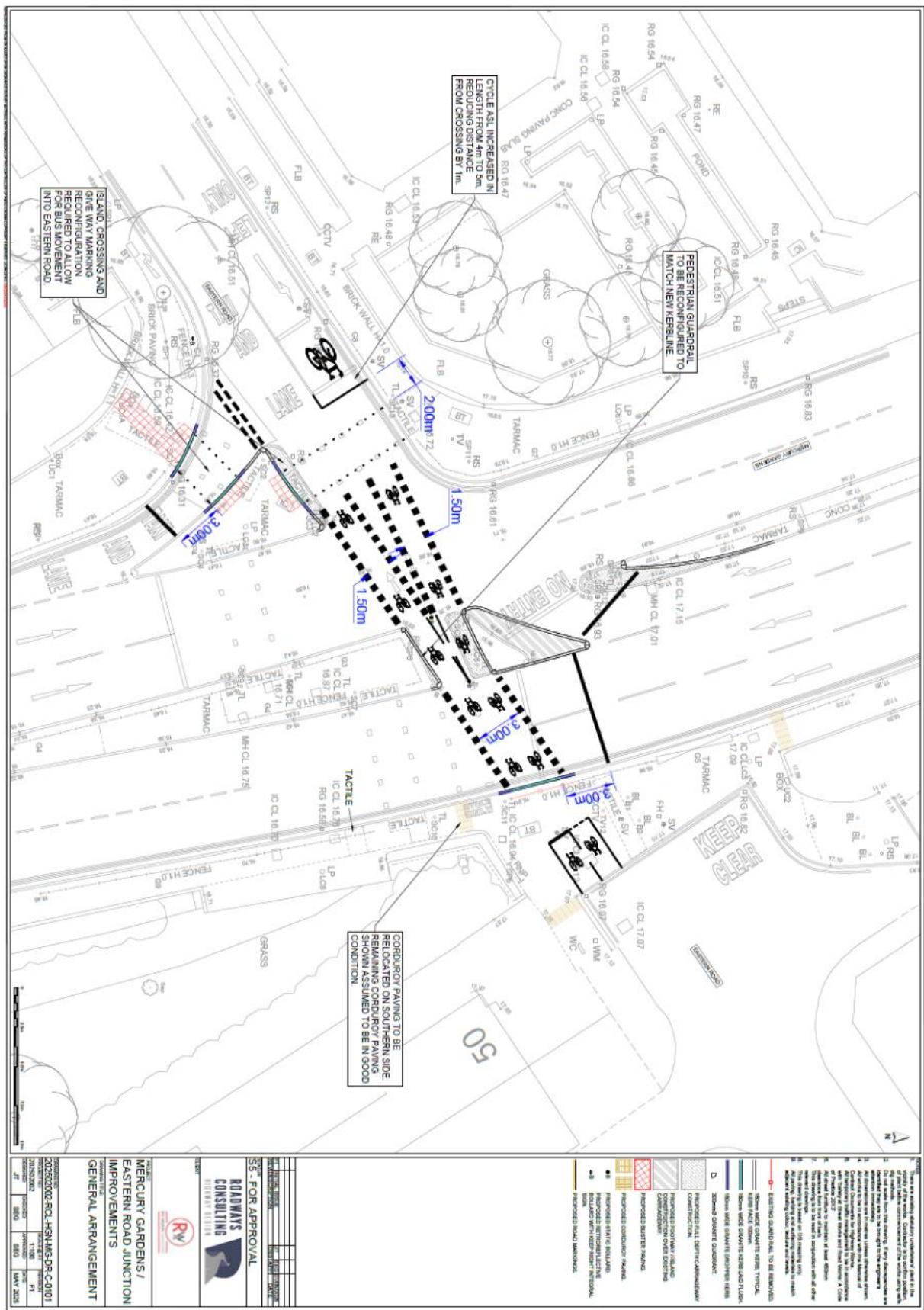
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Appendix 2
Plans

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APPENDIX 3
Public consultation letter



Highways, Traffic and Parking Schemes

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

Ref: QX014

Please contact: Mr Siva Velup

Dear Resident/Occupier

Email: schemes@havering.gov.uk

Date: 17th October 2025

Mercury Gardens / Eastern Road Traffic Signals – Upgrading cycle crossing facilities

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 1300 vehicles per hour use Mercury Gardens. Further analysis of collision records showed that there have been a total of two personal injury accidents (PIAs) were recorded at this junction. Of these two PIAs, two were slight injuries and one involved cyclist.

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 as shown on the attached plans:

- Realignment of existing central traffic islands to ensure straight across east-west cycle movement.
- Introduction of bollards in cycle crossing to prevent motor vehicle movements
- Removal of existing guard railing in the vicinity of the proposed straight across cycle crossing
- Stop lines on Mercury Gardens (North) to be pushed back for both ahead and right turn movements for realignment of traffic islands
- On Eastern Road West, an extension of the advance stop line (ASL) area to 5m to current London Cycle Design Standards (LCDS). Provision of a 4-second early release for cyclists exiting this arm and introduction of a blind spot safety mirror on the existing primary traffic signal pole.
- Cut back of existing central reservation on Mercury Gardens (North) to ensure sufficient space for a TfL Electric Bus right turn into Eastern Road.
- Traffic signals phasing changes.

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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 7th November 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 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.