

## Notice of Non-key Executive Decision

<b>Subject Heading:</b>	Straight Road – Proposed Signalled Crossing.
<b>Decision Maker:</b>	Imran Kazalbash Director of Environment
<b>Cabinet Member:</b>	Cabinet Member for Environment, Cllr Barry Mugglestone
<b>ELT Lead:</b>	Neil Stubbings Strategic Director of Place
<b>Report Author and contact details:</b>	Gareth Nunn Senior Highways Engineer Schemes 01708 433139 Gareth.nunn@havering.gov.uk
<b>Policy context:</b>	Havering Air Quality Action Plan (2018)  Havering Climate Change Action Plan (2024 - 2027)  Havering Healthy Weight Strategy (2024-2029)  Mayor's Transport Strategy 2018
<b>Financial summary:</b>	Funded by Transport for London (TfL) as part of the Gallows Corner improvement programme.
<b>Relevant Overview &amp; Scrutiny Sub Committee:</b>	Place
<b>Is this decision exempt from being called-in?</b>	No

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

People - Things that matter for residents	X
Place - A great place to live, work and enjoy	X
Resources - A well run Council that delivers for People and Place	X

## **Part A – Report seeking decision**

### **DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION**

This Executive Decision details the findings of public consultation and approves installation of a formal signalised pedestrian crossing, to replace an existing informal crossing point, as shown on drawing CO1 (Appendix A of this report).

The proposed pedestrian crossing is located on adopted highway maintained by the Council. However, the scheme will be fully funded and delivered by Transport for London (TfL) as part of the Gallows Corner Improvement Programme.

### **AUTHORITY UNDER WHICH DECISION IS MADE**

Council's Constitution Part 3, Section 3.3.5 paragraph 1.1 To exercise the Council's powers and duties arising under the Road Traffic Regulation Act 1984, New Roads and Streetworks Act 1991 and Traffic Management Act 2004.

### **STATEMENT OF THE REASONS FOR THE DECISION**

As part of the Gallows Corner Improvement Programme, Transport for London (TfL) has identified the existing informal pedestrian crossing outside No. 8 Straight Road as an opportunity to enhance connectivity and improve road safety.

The proposal seeks to upgrade this informal crossing to a formal signal-controlled crossing, providing a safer and more accessible facility for all users, particularly vulnerable pedestrians and those with limited mobility. This improvement will make crossing near the roundabout safer and easier, helping pedestrians navigate this busy junction more confidently.

TfL will fund and deliver the scheme, however, the location is on adopted highway maintained by the Council. As such, TfL has engaged with the Council and requested that we undertake a public consultation and follow the standard procedures for implementing such measures. TfL will complete the works under an existing Highways Act Section 8 Agreement.

### **OTHER OPTIONS CONSIDERED AND REJECTED**

The option not to progress this scheme was considered but rejected.

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### PRE-DECISION CONSULTATION

Between 11 July 2025 and 1 August 2025, Highways Officers conducted a public consultation on TfL's proposals. A total of 15 responses were received:

Properties	Responses	Response %	Support	Support %	Oppose	Oppose %	Neutral	Neither %
102	15	15%	4	27%	10	67%	1	7%

A full record of responses is provided in Appendix B.

The most common theme from the objectors, was concerns regarding vehicles stopping at the crossing leading to traffic backing up on to the Gallows Corner roundabout itself.

TfL has undertaken traffic modelling as part of this proposal and have advised:

*'The proposed controlled crossing across Straight Road situated around 60 metres north of Gallows Corner has little impact on journey times. When the pedestrian crossing operates, northbound traffic exiting the roundabout has a risk of queuing back to the roundabout circulatory. However, queues are contained within this distance with no impact to the roundabout over 95% of the time. When the pedestrian crossing operates, southbound traffic approaching the roundabout is held by the pedestrian crossing signals before the roundabout give-way line, which displaces the southbound queue into Gallows Corner slightly further north. However, this has limited additional interaction with the mini roundabout at Faringdon Avenue no worse than the existing controlled pedestrian crossings.'*

The police were also consulted and advised of the concern raised and TfL's modelling, they commented the following:

*'From a road safety perspective, we support the principle of upgrading the existing informal crossing to a formal signal-controlled facility. This change will provide a safer and more predictable environment for pedestrians, particularly vulnerable users such as those with limited mobility, and aligns with national and local objectives to improve pedestrian safety.'*

*We note the concerns raised regarding potential queuing back onto Gallows Corner roundabout. Based on TfL's traffic modelling, the risk of significant congestion appears minimal, with queues contained within the available distance in the vast majority of cases. While there is a small possibility of minor delays during peak periods, these are outweighed by the safety benefits of a controlled crossing.*

*To further mitigate concerns, we recommend:*

- Monitoring post-implementation to assess any unforeseen traffic impacts and adjust signal timings if necessary.*
- Clear signage and road markings to ensure drivers are aware of the crossing in*

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*advance, reducing sudden braking near the roundabout.*

*In summary, we consider the proposal to be a positive step for pedestrian safety and have no objections, in principal to the scheme proceeding at this stage.”*

Ward Councillors were notified of the proposals prior to the commencement of the consultation. At that stage, only Councillor Walker provided feedback, requesting that any works be scheduled to coincide with the existing closure of Gallows Corner roundabout to minimise additional disruption to the local area.

Following the closure of the consultation, Ward Councillors were informed of the responses received and invited to submit further comments, however, no additional feedback was received .

In light of the traffic modelling, Council Officers are in agreement with TfL and the Police that the minor risk of delays does not outweigh the significant safety benefits for pedestrians. As such, it is the Officers recommendation to implement the proposed signalled crossing outside no.8 Straight Road.

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

Name: Gareth Nunn

Designation: Senior Schemes Engineer

Signature:



Date: 17/11/2025

**Part B - Assessment of implications and risks**

**LEGAL IMPLICATIONS AND RISKS**

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

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

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

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

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

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

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

**FINANCIAL IMPLICATIONS AND RISKS**

This report seeks approval to implement a formal signalised pedestrian crossing on Straight Road, to be delivered as part of Transport for London's (TfL) Gallows Corner Improvement Programme. The scheme will be fully funded, designed, and constructed by TfL, with funding formally secured through an agreed Section 8 Highways Act Agreement. As a result, there are no capital or revenue funding requirements for the Council in relation to the delivery of this scheme. TfL has confirmed that it will meet all design, technical, construction, and delivery costs for the project, including any cost variations. The estimated scheme value is £0.270m, which is wholly funded by TfL. No financial contribution is required from the Council.

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Once installed, TfL will retain responsibility for the ongoing maintenance, servicing, and lifecycle replacement of the crossing infrastructure, including the signal heads, posts, controllers, and associated electrical infrastructure. The Council will continue to maintain the surrounding highway surface as part of existing operational duties, and no additional maintenance burden is anticipated. The crossing will be a TfL owned asset situated on Council maintained highway.

Overall, the proposal presents minimal financial risk to the Council and enables externally funded infrastructure improvements that enhance pedestrian safety and accessibility without placing any additional pressure on Council resources.

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

The proposal can be delivered within the standard resourcing within Highways, Traffic and Parking and has no specific impact on staffing/HR issues.

### **EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS**

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.

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

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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.

These measures improve road safety for all road users.

### **ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS**

It is possible that improvements to the highway network for pedestrians will encourage the use of more sustainable modes of transport, such as walking, cycling, and public transport. This shift could contribute to reducing emissions, supporting the objectives set out in the Climate Change Action Plan 2021

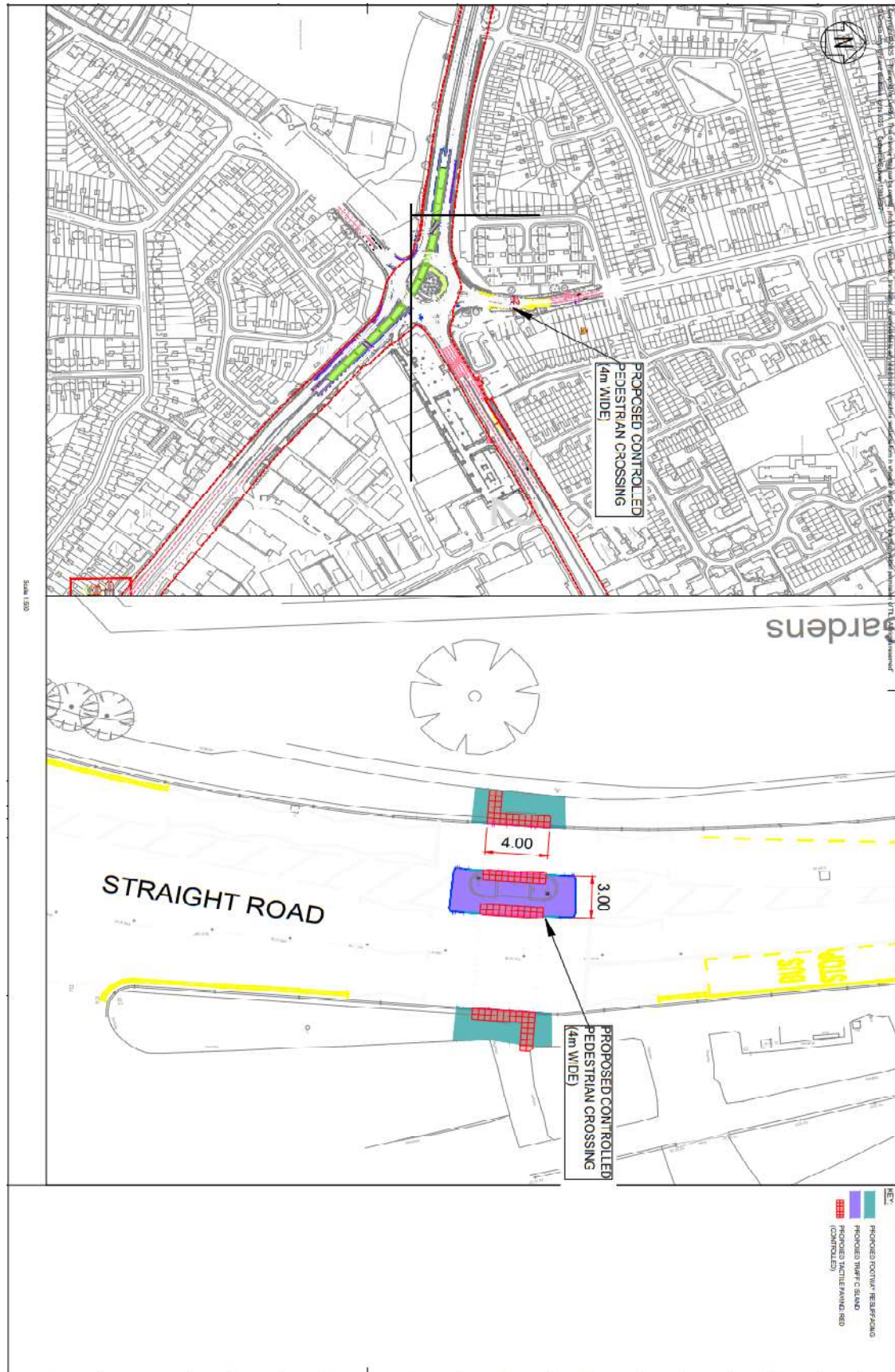
## **APPENDICES**

**Appendix A – Crossing Location and Design Plans**

**Appendix B – Consultation Responses**



# Appendix A – Crossing Location and Design



## **Appendix B – Junction Improvement Plan**

### **Straight Road Pedestrian Crossing – Consultation responses (11/07/25 – 01/08/25)**

#### **In support**

1. No additional comments provided
2. This must be a single stage toucan crossing to fit with the context of cycling permitted on shared-use paths around Gallows Corner. Please get this built as quickly as possible and as part of the project, the paths to the south of the crossing position need to be widened to at least 3 metres effective width and made shared-use paths as well as safe ways to join and leave the carriageway of Straight Road. Main Road also requires a similar treatment as the refuge there is also unsafe.
3. We also need a controlled crossing on Main Road.
4. We support the proposal for a signalised crossing of Straight Road in principle, but the crossing should be a toucan and single stage to support cycling in the area. It should also come with a package of works to provide safe walking and cycling around the entire junction, including signalised crossings and wider paths on all arms as shown in our concept sketch given the £60m investment in the junction.

(Plan from above respondent is shown at the bottom of this document)

#### **Neutral**

1. No additional comments provided

#### **Objection**

1. To Havering Planning team, I am refusing the proposal for migration of pedestrian crossing closer to the Gallows corner roundabout. Proposed pedestrian crossing at the exit of Gallows corner roundabout will likely to cause traffic backing to the roundabout, the same way it does to the A12 exit, this does not improve traffic or pedestrian safety. Safety island at the Straight Road near Gallows Corner is sufficient to provide pedestrians with facility to cross the road near the roundabout.
2. The proposed crossing is around 100 metres from a current pelican crossing at the junction with Dawlish Walk. This is a well used crossing. The proposed crossing serves no purpose to improve safety, The money saved should be used where it is needed most for example to calm traffic southbound in North Hill drive, Harold Hill. There have been numerous RTC's in the lower part of that road. The proposal is a waste of money.
3. Having pedestrian signal lights here will be disturbing with the beeping to cross the road. Also being so close to the roundabout this will cause traffic build up on the roundabout. I suggest you make this a pedestrian crossing which will make it safer for pedestrians to cross the road for the bus stop or walking to industrial estate/Tesco.



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4. A crossing where you are suggesting would be dangerous coming from the A12 round the corner and not having enough sighting time. This will also cause a back up of traffic at peak times onto the roundabout. There is a crossing further towards Masfield would this be removed in the proposal? What's wrong with this one? Having 2 crossings will slow traffic and cause further congestion. Maybe the pavement barrier should be brought further up Straight Road to deter crossing close to the roundabout.
5. It will cause more traffic round the roundabout, The crossing on a12 by retail park causes a build up of traffic around the roundabout most days & they block it so you cant pull out of straight road onto the roundabout
6. You have not clarified if you will be removing the current pedestrians lights outside 40 Straight Road, by Masfields shops. Which is more beneficial for the public and vulnerable, as this crossing has been in place for over 50 years. The majority of the public uses these lights to cross for the shops, bus stop and flats. It is only the minority that uses the islands by number 8. Also, by putting a crossing by Gallows corner will create traffic build up round the roundabout and accidents.
7. This may cause issues with traffic on the roundabout would be better if it was further up the road. Gallows corner is congested at peak times and this could cause further congestion or accidents
8. The crossing is too near to the exit from the roundabout. The approach from the roundabout is on a bend so there will be poor visibility due to trees and foliage exiting the roundabout and braking distance when coming into visibility is less than the distance for the speed limit. The queue of stopped traffic will back onto the roundabout blocking the major routes entering the roundabout increasing congestion, pollution. There is already a crossing less than 100 yards further up straight road.
9. It will be detrimental to the area as it's close vicinity to the roundabout will cause traffic to stop which will obstruct gallows corner. This will also cause issues long straight road as well. There are currently already two signalised crossings within that small section of straight road. There is the crossing at Masfield crescent, then there is the mini roundabout at Farringdon Avenue with a further signalised crossing just past this. It is an unnecessary addition.
10. There is already a crossing with lights just up the road. This will slow and build up more traffic.

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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: 09/02/2026

**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 \_\_\_\_\_