

Notice of Non-key Executive Decision

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|--|--|
| Subject Heading: | Front Lane – proposed Zebra Crossing |
| Decision Maker: | Imran Kazalbash Director of Environment |
| Cabinet Member: | Cabinet Member for Highways, Councillor Alex Sibley |
| ELT Lead: | Neil Stubbings Strategic Director of Place |
| Report Author and contact details: | Parwaze Kohistany Schemes Engineer Parwaze.kohistany@havering.gov.uk |
| Policy context: | Active Travel Strategy 2024-41 |
| Financial summary: | The estimated implementation cost of £0.060m will be funded by Transport for London through the Local Implementation Plan Capital Programme. |
| Relevant Overview & Scrutiny Sub Committee: | Place |
| Is this decision exempt from being called-in? | Yes-Non Key |

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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 the consultation and approves the implementation of a zebra pedestrian crossing outside of 321 Front Lane and the associated footpath, linking the proposed crossing to Griffin Avenue, as shown on the plan attached as **Appendix A**.

AUTHORITY UNDER WHICH DECISION IS MADE

Council's Constitution

Part 3

3.8.3. Director of Environment Delegated Powers

Part 3 Responsibility for Functions Para 3.3.5

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

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

1.5 To authorise the issue, amendment or suspension of temporary traffic orders, experimental traffic orders, temporary traffic notices and temporary prohibitions of waiting and loading.

STATEMENT OF THE REASONS FOR THE DECISION

Following a request from a Ward Councillor for a formal pedestrian crossing on Front Lane near to the junction with Isis Drive, Officers have reviewed the suitability of introducing a crossing based on the location and the anticipated need. It was considered that a crossing at this point would likely be well used, providing a convenient link between the Upminster Park estate (east of Front Lane) and the roads to the west, where Engayne Primary School is situated.

A site visit was undertaken to identify a suitable location for the exact positioning of the crossing, including assessment of visibility splays, approach gradients, and existing highway infrastructure. On-site assessments have been completed and a suitable and safe location for the crossing established. An area of highway outside of No. 321 Front Lane was deemed appropriate due to its proximity to Isis Drive, the availability of a

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suitable gap between existing dropped kerbs, and adequate forward visibility for approaching vehicles in both directions. The proposed location also benefits from street lighting provision and flat gradients, meeting the technical requirements for a safe zebra crossing installation in accordance with relevant design standards. The crossing will also act as a traffic calming measure, reducing vehicle speeds and enhancing pedestrian safety. The proposed design includes the installation of high-friction surfacing with a Polished Stone Value (PSV) of 68 on the approach to the crossing to enhance skid resistance.

Although the initial consultation proposed a raised crossing, officers have taken residents' feedback on board regarding noise and vibration issues, particularly as this is a main road with heavy HGVs and buses. Additionally, installing a standalone vertical traffic calming feature in isolation is not recommended as part of best practice highway design. Therefore, the proposed design has been amended to a flat zebra crossing.

Additionally, it is also proposed that a grass verge to the east of the proposed crossing would require a connecting footpath to maintain pedestrian desire lines and link the crossing to Griffin Avenue. Consequently, the plan attached as **Appendix A** illustrates the proposed crossing location and the associated footpath design.

OTHER OPTIONS CONSIDERED AND REJECTED

The option not to progress this scheme was considered but rejected. External capital funding has been secured for the project which places the Council at no financial burden. Additionally, the introduction of the facility will improve pedestrian accessibility and lower vehicle speeds at the location providing benefits for road safety and sustainable travel.

PRE-DECISION CONSULTATION

Between 12th September and 3rd October 2025, an informal consultation was carried out regarding the proposed zebra crossing outside of 321 Front Lane. Letters were sent to 120 local properties within the vicinity of the proposed crossing, of which 33 properties responded.

| Properties Consulted | Properties Responded | Properties Responded % | Respondents in favour | Respondents in favour % | Respondents against | Respondents against % | Neutral or Partially in favour | Neutral or Partially in favour % |
|----------------------|----------------------|------------------------|-----------------------|-------------------------|---------------------|-----------------------|--------------------------------|----------------------------------|
| 120 | 33 | 28% | 27 | 82% | 5 | 15% | 1 | 3% |

A full record of responses is provided in Appendix B.

Common themes of those in favour of the proposals included:

- Vehicle speeds on Front Lane – Residents highlighted excessive vehicle speeds along this stretch, often attributed to traffic exiting the A127.
- Regular crossing point for school children – The location is frequently used by children attending local schools, and residents believe a dedicated crossing would improve safety.

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- General road safety concerns – Some comments referenced poor visibility caused by parked vehicles, making it more difficult and dangerous to cross the road.

Some of the reasoning of those against the scheme included:

- Perceived Lack of Need - Road is generally not busy, existing pedestrian crossing nearby
- Financial Concerns - Seen as unnecessary expenditure
- Impact on Residents - Driveway access issues and loss of parking space, flashing lights and signage causing disturbance, negative impact on property value and quality of life.
- Safety and Design Issues - Raised crossing may worsen vibration from buses and large vehicles, location adds conflict points and pinch points for cyclists.

Environmental and Health Concerns - Increased exhaust emissions and air pollution from stopping/accelerating vehicles, noise pollution from braking and revving of vehicle engines.

- Traffic Impact - Increased congestion and wait times along Front Lane, higher risk when reversing from driveways due to traffic build-up.
- Alternative Suggestions - Improve existing crossing instead of building a new one, invest in cycle lanes rather than an unwanted crossing.

Following the strong support for the scheme, the Officers' recommendation to Ward Councillors was to progress with a formal advertisement of the scheme and Ward Councillors were asked to confirm whether they support moving the scheme forward. 2 of the 3 Ward Councillors responded, advising that they are in support of the proposal.

A full record of the responses received is provided in **Appendix B**.

A formal statutory advertisement was undertaken between 27 February 2026 and 20 March 2026, during which one objection was received. The matters raised were consistent with those submitted during the initial consultation. The full objection is provided in **Appendix C**.

Ward Councillors were emailed with a copy of the formal objection and confirmed that their position remains, and they consider the overall benefits of the scheme to outweigh any potential adverse impacts. They have therefore indicated their support for the scheme to progress.

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

Name: Parwaze Kohistany

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Designation: Scheme Engineer

Signature: *Parwazek*

Date: 19/03/2026

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Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

Here officers seek approval for a scheme to construct a zebra crossing 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 for the implementation of a zebra crossing and associated safety measures on Front Lane, funded through Transport for London's (TfL) Local Implementation Plan (LIP) capital programme.

A total allocation of £0.060m has been secured, ring-fenced for School Streets installation of all safety measures. Approximately £0.008m has been committed to feasibility, consultation, design, leaving £0.052m available for construction and implementation. The estimated cost to deliver the scheme is £0.060m.

Delivery is currently forecast to remain within the approved TfL funding allocation. However, should unforeseen site conditions or inflationary pressures arise, any cost

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pressures would need to be managed within the wider Environment Directorate budget, as TfL funding cannot be increased retrospectively. The financial risk is considered low given the limited scale and standard nature of the works.

No additional capital or revenue funding is required from the Council at this stage. However, upon constructed, the zebra crossing will result in ongoing maintenance liabilities. These costs will be absorbed within existing Highways maintenance budgets.

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 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.

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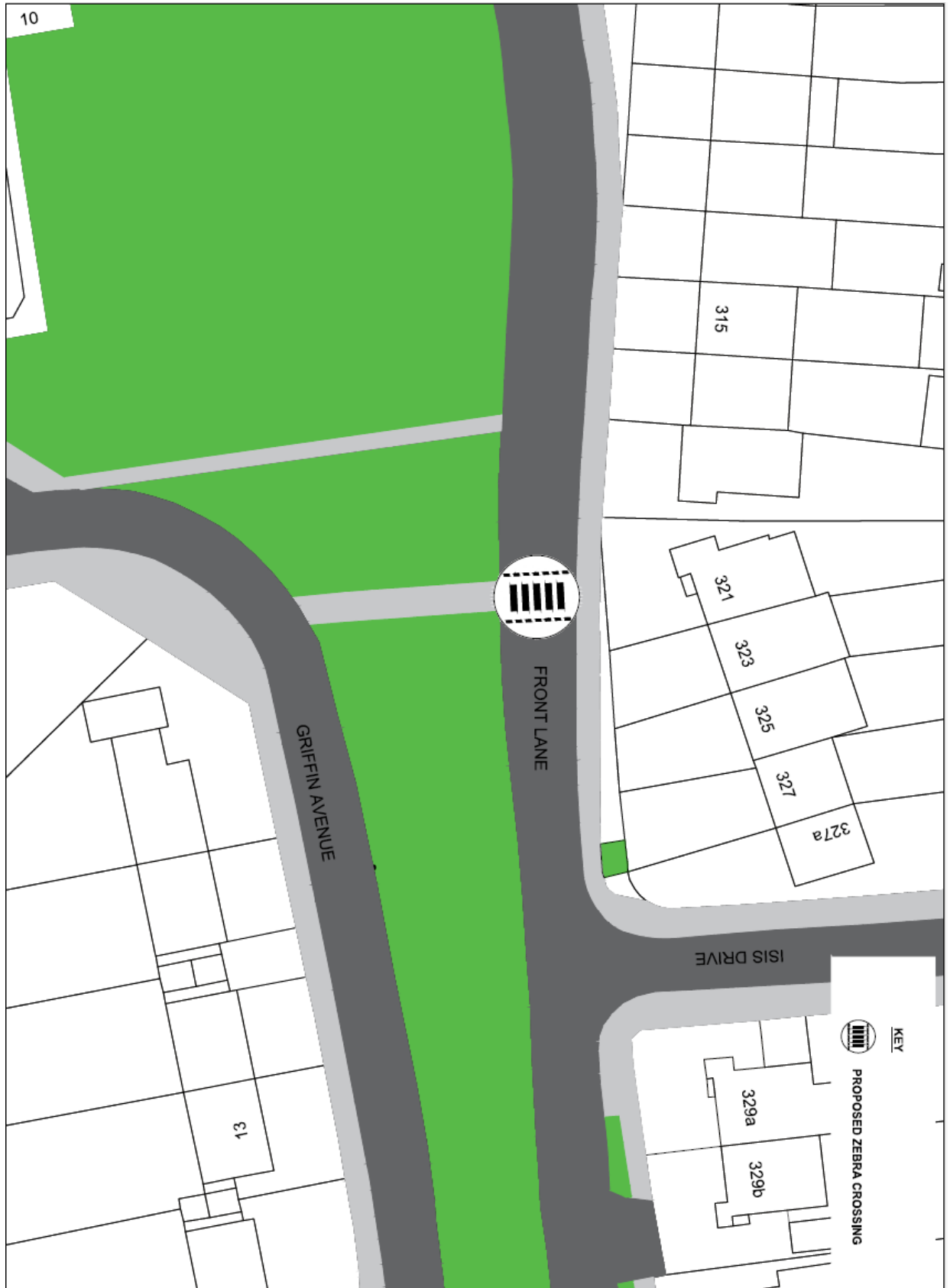
ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS

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**
- Appendix B – Consultation Responses**
- Appendix C – Formal advertisement/ objects.**

Appendix A – Crossing Location and Design



Appendix B – Consultation Responses

**Please note that multiple responses may have been submitted by the same resident or property. In addition, some responses may have indicated a preference but did not provide comments. As a result, all comments received have been included below, however, this may lead to a difference between the number of comments and the overall response rate.*

Comments in Favour

1

When visiting my elderly parents, crossing Front Lane can be very hazardous and it has been for as long as I can remember, when attending Engayne and Hall Mead schools, 50 yrs ago. There are more children in the area now and a crossing would be very beneficial. A large amount of traffic coming off the A127 never stick to the speed limit. It is about time something is done to prevent accidents.

2

About time a crossing was installed here.

3

I frequently pick up my grandchildren from Engayne school and have to cross Front lane . It is very difficult and dangerous as there are many parked cars. Also traffic coming off the A 127 continues to come along very fast .

The eldest is now coming home on his own from Hall Mead and I continue to worry about him.

We need this zebra crossing before a child gets knocked down and badly injured.

4

A zebra crossing is badly needed at this point on Front Lane. It is a popular crossing point for school children and other locals. But, as my wife and I have experienced over the past 2 years when we've collected our grandsons from Engayne School to take them home to Roseberry Gardens, it is a very dangerous road. Speeding vehicles are commonplace, and there is zero enforcement of the 30mph limit. I can't understand why there are no speed bumps along Front Lane from the A127.

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5

My child attends the local school and it's very hard for us to cross at drop off and pick up. This will be a safer option for the children

6

Much needed as cars constantly speed along this road and it is extremely bad view due to parked cars in one side

7

Good infra so hopefully gets more people walking about by making it easier to cross roads

8

Fantastic to see this being proposed again after nearly 21 years since it was rejected.

9

So many kids cross this road all the time and it's so busy. It's also a curvy road so you can't always see what's coming.

10

The zebra crossing is a great idea and absolutely necessary. I would also suggest speed bumps would be a great addition between the A127 and Rosebery gardens

11

The road is too fast as people come from the a127 and don't slow down. No safe place to cross until you reach the traffic lights which is extremely dangerous for the elderly and the young children going to school.

12

Cars speed along Front Lane towards the A127 at a rate of knots. This is an increasing problem, including daily instances of off-road motorbikes driven by youths. Crossing this stretch of road is an issue, with the only official safe crossing provided by traffic lights all the way down adjacent to Avon Road. A pedestrian crossing would provide school children with a safe access route, and hopefully encourage speeding vehicles to generally slow down.

13

Speeding cars along Front Lane has long been an issue, raised many times by residents. This crossing will be welcomed locally, enabling school children and others to safely cross. I have noted that the pedestrian crossing 700m

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further along Front Lane, adjacent to Dorkins Way, is located on a raised bump, which is effective in slowing drivers down. It would be great if the newly proposed crossing could also be raised to further improve safety on a stretch of road where speeding is constant.

14

I have resided at my house for over 50 years my children and grand children were educated locally and issued our Councillor if this crossing could be provided. I fully back this proposal

15

This crossing would be greatly appreciated and used. The speed of the traffic along front lane is terrible and many adults and children cross at this point, and it is a busy route to get to school

16

Cars come off of the A127 so fast there definitely needs to be a traffic calming measures as the current signs are ignored. I believe a zebra crossing would be the better option as many children use the road to cross to the schools (Engayne and on route to Hall Mead for some) as well as to the park on Waycross Road.

17

Fully support a zebra crossing in Front Lane. As a resident here in Cranham for 40 years and also living in Roseberry gardens for over 12 years, I see first hand the cars speed down front lane when they come off the a127 slip road and my children have to cross this road to get to school. I fear everytime they cross here due to the blind bend and no deterrent that there will be an accident. A zebra crossing has been needed for years! Speed camera would be better the council would make a fortune!

18

Vehicles drive too fast down front lane putting pedestrians at risk especially school children . All residents would benefit from a zebra crossing to make the road safe for all to use

19

This has been needed for many many years. It's like a race track off the A127 on that stretch - accident waiting to happen. We must prioritise the safety of our children and community

20

The road often has cars driving fast down it. There are a number of parked cars which distort view for pedestrians. There is another crossing but for those

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wishing to cross nearer to Isis drive this is quite a detour. This would enable children to cross more safely to get to and from school.

21

This has been needed for a long time! It will help keep children safe on the way to school and hopefully prevent people from the A127 speeding along front lane. There will need to be sufficient warning to drivers though as I can see a lot of brakes being slammed on otherwise!

22

A very sensible proposal and I feel it just makes sense.

23

The lack of crossing has been incredibly dangerous for many years for children getting to and from school. Cars speed down front lane coming off the A127 and do not care that children are crossing the road or trying too. Having a designated zebra crossing will alert drivers to be cautious and allow the much needed safe crossing for families.

24

The crossings are in close proximity to Engayne School and both locations are places where children cross the road to get to school. The Council want more children to walk to school, both to promote air quality and healthy lifestyles. This would help the Council facilitate these objectives as it would make the walk safer. I worry for the older children who do not have the height advantage of adults crossing the road without a dedicated crossing, especially in the darker months.

25

This is a main crossing point for children waking to Engayne, and cars are often going faster than 30mph having come of the A127

26

This road really needs a zebra crossing. It is a very dangerous road and os a danger to children especially crossing that road to get to school.

27

School children regularly cross near this location and it should be installed to ensure that they are safe.

28

For years we have needed a safer place to cross on front lane further up past Avon Road. This zebra crossing will help school children and the elderly cross safely without having to walk all the way to Avon Rd to cross.

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29

We cross this road everyday to walk the children to school and their clubs. Watching the cars go faster and faster. I've lived here since I was 2 years old and it's only got worse and only a matter of time where there will be serious accident.

Comments Partially in Favour

1

Dear Sirs,

Great idea for safety. Elderly/children.

But. Why are LBH spending more cost than required to place a zebra crossing that will have extra material/cost in being raised.

On a low ish traffic road to. I just counted the traffic passing. Have 25 years knowledge of this road to assist all non local office workers.

Not to mention. The now Known public records to damage, ware and tare of motor vechile components, over time due to raised roads.

As, Surely a same normal level painted Zebra crossing with the applicable lampposts will suffice the law abiding need. Drivers and pedestrians.

Please do ensure all are planning to be cost effective with the limited funds your colleagues keep stating to, the councils many required borough required actions due to lack of care, maintenance.

Thank you

Kind regards,

Comments Against

1

This crossing is not required, most of the time the road is not busy, when it is, there is a pedestrian light crossing a little further down, by Avon Road.

Last time they campaigned for this, they had to wait ages to get a photo with some traffic in the photo.

This would be a waste of money at a time the council have very little.

The zigzag lines would be in front of peoples driveways and the flashing lights would be a big issue in peoples homes at night.

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I'm not be in favour of this going ahead

2

This crossing is not required, most of the time the road is not busy, when it is, there is a pedestrian light crossing a little further down, by Avon Road Last time they campaigned for this, they had to wait ages to get a photo with some traffic in the photo.

This would be a waste of money at a time the council have very little.

The zigzag lines would be in front of peoples driveways and the flashing lights would be a big issue in peoples homes at night.

I'm not be in favour of this going ahead

3

The crossing would affect driveway access and increase safety risks. Buses and large vehicles already cause vibration, which a raised crossing would worsen. Its location near Isis Drive and a narrow section of Front Lane adds conflict points. A nearby existing crossing could be enhanced instead. A tree opposite may be impacted. Local crossings have been vandalised, raising safety concerns. The consultation period (12 Sept–3 Oct) is short.

4

Not needed. Crossing further down. Cycle down here often and creates another area where irate drivers having had to stop punish cyclists given their need to stop. Not needed. In fact, islands in the road create dangerous pinch points. I would prefer money spent on a cycle lane, not an unwanted crossing.

5

The crossing will [REDACTED] from my elderly mother of 93 years old who suffers from COPD.

Vehicles stopping and accelerating will increase exhaust emissions

possing a serious health risk for someone with COPD, aggravating respiratory symptoms.

Frequent braking, revving, can increase noise levels near her residence.

This can be stressful and detrimental to her overall wellbeing and quality of life.

Lighting and illuminated signage will disrupt rest and adding to her discomfort.

6

I am strongly in objection against the proposal due to the following.

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1. Increased traffic build up along front lane which will significantly increase traffic and wait times which will have a negative impact on local residents and drivers
2. Increased air pollution caused due to the additional traffic
3. Safety- the additional traffic will increase safety concerns when reversing off the drive due to the build up on traffic
4. Concerned around the negative impact on our house generally

7

I am writing in response to the consultation regarding the proposed raised zebra crossing [REDACTED] Front Lane. I wish to register my formal objection to this proposal. While I fully support improvements to road safety across the borough, I do not believe this specific location is appropriate, and I am deeply concerned about the serious negative impact it will have on both my property and my family's quality of life.

Firstly, [REDACTED]. My driveway is only large enough to accommodate one car comfortably. At present, due to the small size of my own vehicle (a Ford Ka), I am able to carefully position two cars on the drive by squeezing them in. More often than not, however, I am obliged to park directly outside my property in the precise area where the Council now proposes to install this crossing. If this goes ahead, I will lose that parking space entirely. This not only reduces the practicality of my home but also removes my ability to extend the driveway in the future to accommodate additional parking. By doing so, the Council is effectively stripping me of the opportunity to add value to my property through a common and reasonable improvement. Instead, you are imposing a development which, I fear, will diminish its current value.

Secondly, the introduction of a raised zebra crossing at this location will bring about a number of negative externalities. The installation will inevitably result in flashing orange beacon lights directly outside my home. This will cause significant light pollution, shining into the front rooms of my property during the evening and night. Coupled with the increase in pedestrian and vehicle interactions outside my home, this will also generate greater noise pollution, with cars braking and accelerating over the raised crossing and pedestrians congregating in front of my property. These disturbances will have a direct and adverse effect on my family's quality of life, and they cannot simply be disregarded. Just place it at the end of Clyde Crescent.

Thirdly, I must emphasise the emotional and financial stress that this proposal is causing my wife and me. We purchased our house in a state of disrepair and have already invested a considerable amount of money and effort into restoring it. We have done this with the expectation of creating a comfortable

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home and a long-term investment for our future. The proposed crossing undermines this completely, replacing our efforts with a permanent installation that detracts from the privacy, amenity, and value of our property.

In addition, I am unconvinced that this location offers the most effective site for improving road safety. While the Council may have good intentions, the specific siting directly outside a private residence with limited access is inappropriate and unnecessarily intrusive. Surely, alternative nearby locations could deliver the same safety benefits without unfairly burdening one household with all the associated costs.

In conclusion, I must stress that while I understand the Council's desire to improve pedestrian safety, this proposed raised zebra crossing at 321 Front Lane is ill-conceived, unfair, and disproportionate in its impact on my household. It compromises access to my property, reduces the value and future potential of my home, introduces ongoing light and noise pollution, and imposes avoidable stress on my family. For these reasons, I urge you to withdraw or reconsider this proposal and seek a more suitable location.

8

I am writing in response to the consultation regarding the proposed raised zebra crossing [REDACTED] Front Lane. I wish to formally object to this proposal. While I support improvements to road safety, I do not believe this location is suitable and it raises significant safety, access, and environmental concerns.

1. Access and Safety

The proposed crossing would directly affect access to my driveway and create new safety risks. Vehicles manoeuvring in and out of the property already encounter overtaking vehicles, and placing a crossing at this location increases the likelihood of conflicts between vehicles and pedestrians. Buses and large goods vehicles already generate noticeable vibration; a raised crossing would worsen this issue.

2. Infrastructure Concerns

Gas pipes run beneath the proposed location, and the pathway has previously been dug up for access. Installing a raised crossing here could disrupt these utilities and require additional works, increasing risk and inconvenience.

3. Highway Safety and Traffic Impact

The crossing is positioned close to Isis Drive and a narrow section of Front Lane, where traffic volume is high. These factors could increase conflict points for vehicles and pedestrians, including vulnerable road users. Braking and

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acceleration over a raised crossing in this location will also increase noise, vibration, and pollution for residents.

4. Alternative Locations

A nearby existing crossing is already well established and frequently used. Enhancing or upgrading that crossing would improve pedestrian safety without the risks associated with the proposed site.

5. Environmental Considerations

There is a mature tree directly opposite the proposed crossing. It is unclear whether the proposal would require removal or alteration of this tree. Any changes would affect the street's character and environmental quality.

6. Vulnerable Road Users

The consultation notes the crossing is intended to improve safety for vulnerable pedestrians and those with limited mobility. While the objective is commendable, the location raises safety concerns due to driveway manoeuvres, narrow road width, proximity to Isis Drive, and vibration from passing vehicles, potentially reducing the safety and comfort of these users.

Conclusion

For the reasons outlined above, including access, safety, traffic, environmental and infrastructure considerations. I formally object to the proposed raised zebra crossing at this location. I request that my objection is formally recorded and considered in the decision-making process.

I would appreciate written confirmation that this response has been formally recorded.

Yours faithfully,

Appendix c

I am writing in response to the consultation regarding the proposed raised zebra crossing directly outside my property at xx Front Lane. I wish to register my formal objection to this proposal. While I fully support improvements to road safety across the borough, I do not believe this specific location is appropriate, and I am deeply concerned about the serious negative impact it will have on both my property and my family's quality of life. I sent my objections in October however you have ignored these thus bringing me to the conclusion that this is fait accompli.

Firstly, the proposal significantly compromises access to my home. My driveway is only large enough to accommodate one car comfortably. At present, due to the small size of my own vehicle (a Ford Ka), I am able to

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carefully position two cars on the drive by squeezing them in. More often than not, however, I am obliged to park directly outside my property in the precise area where the Council now proposes to install this crossing. If this goes ahead, I will lose that parking space entirely. This not only reduces the practicality of my home but also removes my ability to extend the driveway in the future to accommodate additional parking. By doing so, the Council is effectively stripping me of the opportunity to add value to my property through a common and reasonable improvement. Instead, you are imposing a development which, I fear, will diminish its current value.

Secondly, the introduction of a raised zebra crossing at this location will bring about a number of negative externalities. The installation will inevitably result in flashing orange beacon lights directly outside my home. This will cause significant light pollution, shining into the front rooms of my property during the evening and night. Coupled with the increase in pedestrian and vehicle interactions outside my home, this will also generate greater noise pollution, with cars braking and accelerating over the raised crossing and pedestrians congregating in front of my property. These disturbances will have a direct and adverse effect on my family's quality of life, and they cannot simply be disregarded. Just place it at the end of Clyde Crescent.

Thirdly, I must emphasise the emotional and financial stress that this proposal is causing my wife and me. We purchased our house in a state of disrepair and have already invested a considerable amount of money and effort into restoring it. We have done this with the expectation of creating a comfortable home and a long-term investment for our future. The proposed crossing undermines this completely, replacing our efforts with a permanent installation that detracts from the privacy, amenity, and value of our property.

In addition, I am unconvinced that this location offers the most effective site for improving road safety. While the Council may have good intentions, the specific siting directly outside a private residence with limited access is inappropriate and unnecessarily intrusive. Surely, alternative nearby locations could deliver the same safety benefits without unfairly burdening one household with all the associated costs.

In conclusion, I must stress that while I understand the Council's desire to improve pedestrian safety, this proposed raised zebra crossing at xx Front Lane is ill-conceived, unfair, and disproportionate in its impact on my household. It compromises access to my property, reduces the value and future potential of my home, introduces ongoing light and noise pollution, and imposes avoidable stress on my family. For these reasons, I urge you to withdraw or reconsider this proposal and seek a more suitable location.

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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

A handwritten signature in cursive script, appearing to read 'I. Kazalbash'.

Imran Kazalbash
Director of Environment

14 April 2026

Lodging this notice

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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 _____