

Notice of Non-Key Executive Decision

Subject Heading:	Straight Road - Collision Reduction Scheme – Proposed Safety Improvements (reference: QX002)
Decision Maker:	Imran Kazalbash Director of Environment
Cabinet Member:	Councillor Barry Mugglestone
ELT Lead:	Imran Kazalbash Director of Environment
Report Author and Contact Details:	Velup Siva, Senior Engineer 01708 433142 velup.siva@havering.gov.uk
Policy Context:	Havering Local Implementation Plan 2024/25 Delivery Plan
Financial Summary:	The proposed safety measures outlined in this report have been allocated a budget of £0.080m. The funding has been secured via a successful application made to Transport for London's (TfL) Local Implementation Plan (LIP) for Accident Reduction Programme – Straight Road (C42320).
Relevant Overview & Scrutiny Sub Committee:	Places
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: a raised pelican crossing, a raised zebra crossing, a raised speed table, wider pedestrian refuge, bus lane operation time changes, a vehicle activated sign and 30mph roundel road markings as shown on the attached plans in Appendix 2.

The proposed safety measures outlined in this report have been allocated a budget of £0.080m. The funding has been secured via a successful application made to Transport for London's (TfL) Local Implementation Plan (LIP) for Accident Reduction Programme – Straight Road (C42320) and is ring-fenced for the works.

AUTHORITY UNDER WHICH DECISION IS MADE

Council's Constitution

Part 3

3.3.5. Director of Places/Environment 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. Background

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.

Straight Road has been identified as one such location and a successful LIP funding allocation was awarded to the Borough for the financial year 24/25.

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

2. Preliminary Investigation

2.1. Site Details

- Straight Road is located in the North of the Borough and connects Lower Bedfords Road to the Gallows Corner Roundabout, also connecting with Main Road, the A12 and the A127. It is situated in the Harold Hill Area.
- St Ursula Infant / Junior school and Hilldene primary school are located along the route to the west side.
- There are a number of controlled signal crossings along the route as well as numerous uncontrolled crossings.
- The land use is predominately residential along the road.
- The road is a single carriageway road with one traffic lane in each direction and is signposted as a 30mph limit.
- A southbound bus lane is located in the south of the road.
- There are two mini roundabouts along the route at the junctions of Hilldene Avenue and Faringdon Avenue.
- A speed camera is located along Straight Road

3 Collision Data and Analysis

3.1 Collision Summary

3.1.1 In the five-year period to 31st December 2023, thirty-four personal injury accidents (PIAs) were recorded along Straight Road between Lower Bedfords Road and Gallows Corner Roundabout. Of these thirty-four PIAs, five (15%) were serious; seven (21%) involved pedestrians, seven (21%) occurred in wet conditions and six (18%) occurred during the hours of darkness.

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3.1.2 A summary of the severity of collisions can be seen below, (please note this table does not include the injuries that resulted from the accidents),

Severity	Accidents	Total as a percentage of all accidents (%)	Outer London Borough Average (%)	Variance
Fatal and serious	5	14.7	8.6	6.1
Slight	29	85.3	91.4	-7.1
Total	34	100		

3.1.3 A summary of the time of time of day of collisions can be seen below,

Time of Day	Accidents	Total (%)
00:00 - 01:59	0	0
02:00 - 06:59	1	2.9
07:00 - 09:59	3	8.8
10:00 - 15:59	17	50.0
16:00 - 18:59	7	20.6
19:00 - 21:59	4	11.8
22:00 - 23:59	2	5.9
Total	34	100

3.1.4 A breakdown of the light conditions can be seen below,

Light Conditions	Accidents	Total (%)	Outer London Borough Average (%)	Variance
Light	28	82.4	70.8	11.6
Dark	6	17.6	29.2	-11.6
Total	34	100		

3.1.5 A breakdown of the road surface conditions can be seen below,

Road Surface Conditions	Accidents	Total (%)	Outer Borough Average (%)	Variance
Dry	24	70.6	82.6	-12.0
Flood (surface water over 3cm deep)	0	0		
Frost/Ice	0	0		
Mud	0	0		
Oil/Diesel	0	0		
Snow	0	0		
Unknown (S/R)	3	8.8		
Wet/Damp	7	20.6	17.4	3.2
TOTAL	34	100.0		

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

	Accidents	Total (%)
Skidded	3	8.8
Skidded and overturned	1	2.9
Unknown (S/R)	20	58.8
Total	24	70.5

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

Type of manoeuvre	Accidents	Total (%)	Outer London Borough Average (%)	Variance
Changing lane to left	0	0		
Changing lane to right	0	0		
Going ahead left hand bend	0	0		
Going ahead other	16	47.1		
Going ahead right hand bend	0	0		
Moving off	2	5.9		
Overtaking moving vehicle on its offside	0	0		
Overtaking on nearside	0	0		
Overtaking stationary vehicle on its offside	0	0		
Parked	1	2.9		
Reversing	0	0		
Slowing or stopping	5	14.7		
Turning left	2	5.9		
Turning right	7	20.6	23.1	-2.5
U turn	0	0		
Unknown	0	0		

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Unknown (S/R)	11	32.4		
Waiting to go ahead but held up	2	5.9		
Waiting to turn left	0	0		
Waiting to turn right	0	0		

3.1.8 Details of Personal Injury Collisions can be seen in Table 1 below.

Table 1 – Casualty Summary and Location Details

Location	Fatal	Serious	Slight	Total Personal Injury Collisions (PIAs)
Straight Road between Lower Bedfords Road and Hailsham Road	0	0	1 (1-Wet)	1
Straight Road between Stanwyck Road and Hilldene Avenue	0	1	0	1
Straight Road / Hilldene Avenue mini roundabout	0	1	4 (1-Dark) (1-Ped) (1-Wet)	5
Straight Road / Grange Road Junction	0	0	1 (1-Dark) (1-Wet)	1
Straight Road between Grange Road and Briar Road	0	0	4 (1-Ped)	4
Straight Road / Briar Road Junction	0	0	1	1
Straight Road between Briar Road and Heaton Avenue	0	0	1	1
Straight Road / Heaton Avenue Junction	0	0	2 (1-Dark) (1-Ped)	2
Straight Road / Harrow Crescent Junction	0	0	1	1
Straight Road / Faringdon Avenue mini roundabout	0	1 (1-Ped)	1 (1-Wet)	2

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Straight Road between Faringdon Avenue and Masefield Crescent	0	1 (1-Ped)	1	2
Straight Road / Masefield Crescent Junction	0	0	3 (2-Wet)	3
Straight Road between Masefield Crescent and Shenstone Gardens	0	1 (1-Ped)	2	3
Straight Road / Shenstone Gardens Junction	0	0	3 (1-Ped)	3
Straight Road / Marlow Gardens Junction	0	0	3 (1-Dark) (1-Wet)	3
Straight Road between Marlow Gardens and Gallows Corner Roundabout	0	0	1 (1-Dark)	1
Total	0	5	29	34

4 Site Surveys

4.1 Automatic Traffic Count surveys (ATCs) were carried out at locations along the route in order to ascertain the number of vehicles travelling along it as well as observed speeds.

4.2 The surveys were carried out between the 11th June and 17th June 2024.

4.3 The surveys recorded traffic for 24hrs a day over a seven-day period.

4.4 The surveys indicated that two-way traffic flows are around 1300 vehicles per hour during the AM and PM peak periods along Straight Road.

4.5 The results indicated that the 85thile (the speed at which 85% of vehicles are travelling at or below) exceeds the 30mph speed limit on the parts of length of Straight Road.

4.6 The ATC results can be seen below on Table 2

Table 2 Automatic Traffic Count Survey Results

Location	85th %ile Speed (mph)		Highest Speed (mph)		Mean Speed (mph)	
	N-bound	S-bound	N-bound	S-bound	N-bound	S-bound
Straight Road south of Stanwyck Gardens	34	35	55	55	29	30
Straight Road north of Hilldene Avenue	33	32	50	50	27	27
Straight Road north of Grange Road	30	31	45	45	26	27
Straight Road north of Heaton Avenue	29	29	45	45	24	24

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Straight Road south of Heaton Avenue	30	30	45	50	26	25
Straight Road south of Harrow Crescent	29	27	45	50	25	22
Straight Road south of Masefield Crescent	29	30	50	50	23	25

5 Proposals

A series of proposals are set out in detail below along with the rationale behind them. In each case the proposals have been developed considering site conditions and considering the recorded Personal Injury Collisions that have occurred. The proposals are also shown in Appendix 2.

5.1 Straight Road between Stanwyck Gardens and Grange Road

The Speed Survey results indicate that the 85th% vehicle speeds are high in this stretch of Straight Road. Analysis of the collision records showed that seven PICs occurred in this location of which one involved a pedestrian and two occurred in wet conditions. Two of these collisions occurred during the hours of darkness.

St Ursula's Primary School is located in this area and a high number of the school children observed crossing the carriageway at the existing pelican crossing which is located outside the school.

In order to reduce vehicle speeds at these locations and afford pedestrians with more effective crossing facilities, the following safety improvements are proposed,

- Convert the existing pelican crossing to a raised pelican crossing outside St Ursula's primary school
- Convert the existing zebra crossing to a raised zebra crossing in Hilldene Avenue just east of Straight Road
- Sinusoidal raised table along Straight Road between Hilldene Avenue and Grange Road

5.2 Straight Road between Grange Road and Heaton Avenue

Analysis of the speed surveys indicates that 85%ile vehicle speeds are not high in Straight Road by Grange Road and Heaton Avenue. Collision analysis showed that eight personal injury collisions (PICs) occurred in this stretch of road.

Of these eight PICs,

- two involved pedestrians
- one occurred during the hours of darkness.

Two pedestrian collisions occurred along Straight Road in the vicinity of Briar Road and Heaton Avenue.

In order to improve pedestrian safety, it is proposed to provide a wider pedestrian refuge along Straight Road by Briar Road.

5.3 Straight Road between Heaton Avenue and Gallows Corner Roundabout.

The Speed survey results indicated that 85%ile vehicle speeds are within the posted speed limit on three locations along Straight Road by Heaton Avenue, Harrow Crescent and Masefield Crescent.

However, collision analysis showed that eighteen PICs occurred along this stretch of road.

Of these eighteen PICs,

- Three were serious.
- Four involved pedestrians.
- Two occurred during the hours of darkness.
- Four were in wet surface conditions.

It is recommended to provide the following measures to reduce collisions along this stretch of road.

- Bus Lane operation time to be changed from the existing times of Mon-Fri 7am-10am and 4pm-7pm and Saturday 10am-4pm to Monday to Saturday 7.00am to 7.00pm to minimise shunt collisions along this stretch of road by reducing the number of vehicles weaving between two lanes.
- 30mph vehicle activated sign at the exit of Gallows Corner Roundabout along Straight Road to highlight the speed limit.
- 30mph roundel and slow markings at the exit of Gallows Corner Roundabout along Straight Road to highlight the speed limit.

6. Outcome of formal public consultation

- Letters, describing the proposals were delivered to local residents / businesses / occupiers. Approximately, 620 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.
- Eight written responses were received from Havering residents, Metropolitan Police, a local Member and the Cabinet Member. The comments are summarised in the Appendix 1. A brief summary of comments is as follows.
- 75% respondents supported the scheme
- 12.5% respondents raised concerns about the scheme
- 12.5% respondents requested additional measures
- The Metropolitan Police have no objections to the proposals.

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7. Officers' comments and conclusions

- Of the eight written responses, six respondents supported the scheme while one respondent raised concerns about the scheme. One respondent has requested additional measures while supporting the scheme.
- The Metropolitan Police supported the scheme.
- One local Member supported the scheme. The remaining Members did not provide their preference.
- One respondent suggested a speed limit sign. This has been investigated but existing signage is considered to be adequate already. Additional measures are not necessary at this stage.
- Officers' recommended that the proposals as detailed above should be implemented along Straight Road as shown on the attached plans in Appendix 2.

OTHER OPTIONS CONSIDERED AND REJECTED

Do nothing. This option was ruled out as there is support from various stakeholders to reduce collisions in the area.

PRE-DECISION CONSULTATION

A formal consultation was carried out in October 2024.

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

Name: Velup Siva

Designation: Senior Engineer

Signature: *V. Siva*

Date: 04/12/2024

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

Following the successful application made to transport for London's (TfL) Local implementation plan accident reduction programme, £0.080m has been secured and ring fenced for installation of safety measures (a raised pelican crossing, a raised zebra crossing, a raised speed table, wider pedestrian refuge, bus lane operation time changes, a vehicle activated sign and 30mph roundel road markings) for straight Road.

The feasibility, consultation and design element of this project circa £0.013m has been completed, leaving the remaining £0.066m for the construction/implementation and contingency.

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This is a standard project for Highways 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 but in the unlikely event of an overspend, the balance would need to be contained within the overall Environment budget.

The costing breakdown is as follows:

Item/description	Total £m
Expenditure	
Feasibility, Consultation & Design	0.012
Construction/ Implementation	0.061
Contingency 10%	0.007
Total Expenditure	0.080
Income	
Transport for London (TfL)	-0.080
Total Income	-0.080
Anticipated over /(under) spend	0.000

The feasibility, consultation and design element of this project circa £0.013m has been completed, leaving the remaining £0.066m for the construction/implementation and contingency.

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.

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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 raised pelican crossings and speed tables 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: 09/01/2025

Cabinet Portfolio held: Councillor Barry Mugglestone, Cabinet Member for Environment

CMT Member title: Imran Kazalbash, Director of Environment

Head of Service title: Mark Hodgson, Head of Highways, Traffic & Parking, Environment

Lodging this notice

The signed decision notice must be delivered to Committee Services, in the Town Hall.

For use by Committee Administration

This notice was lodged with me on _____

Signed _____

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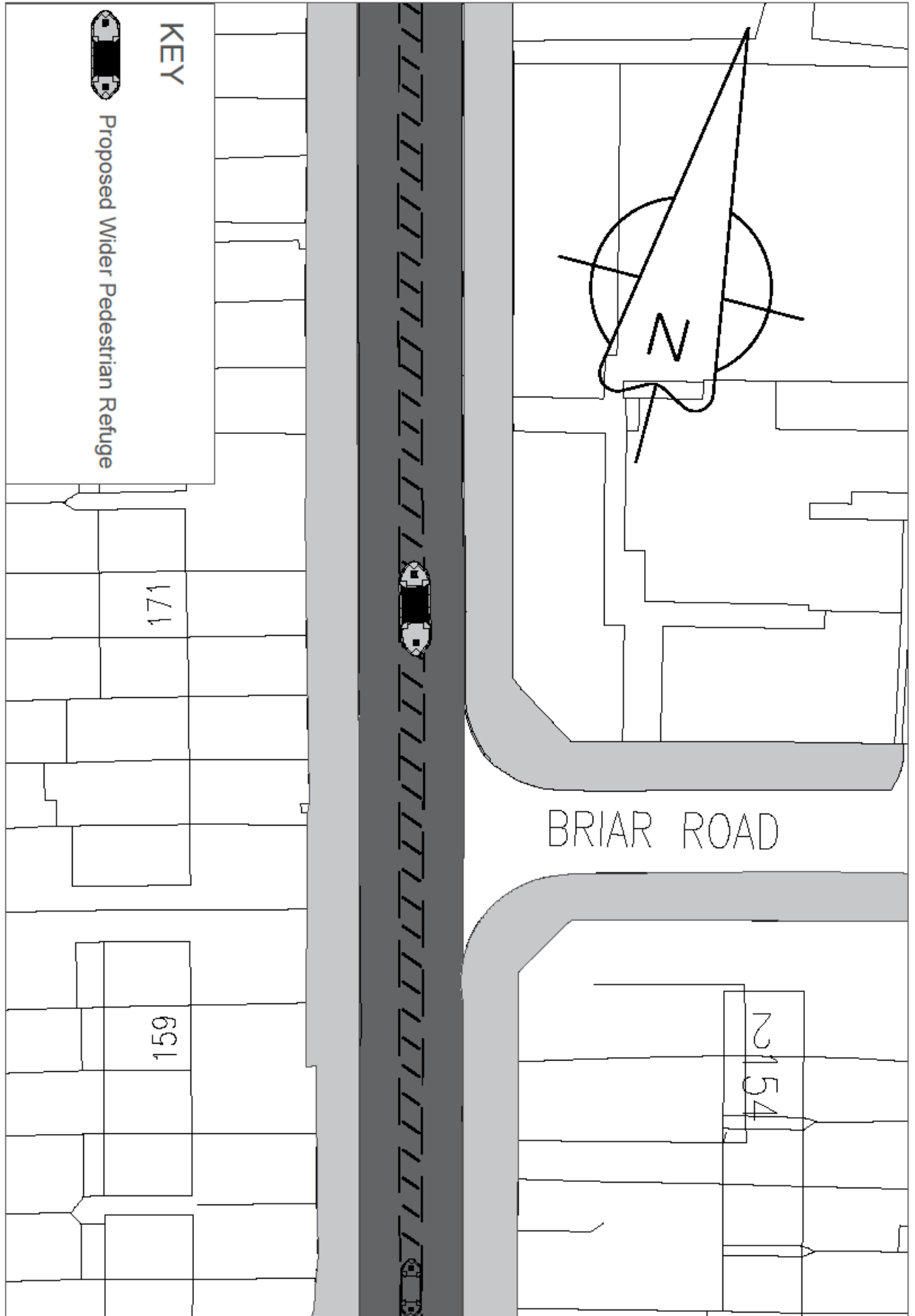
**APPENDIX 1
SUMMARY OF CONSULTATION RESPONSE**

RESPONSE REF:	COMMENTS	COUNCIL COMMENTS
QX002/1 (Cabinet Member)	Thank you for the info	-
QX002/2 (Local Member)	Thank you very much for this - I look forward to learning the outcomes in due course.	-
QX002/3 (Metropolitan Police)	At this stage I have no objections in principal to the plans,	-
QX002/4 (TfL Taxi Rank)	Please ensure that taxis are allowed into the bus lanes as per our policy.	Taxis are allowed in the bus lane.
QX002/5 (Havering Resident 1)	These changes are welcome	-
QX002/6 (Havering Resident 2)	I agree improvements are greatly needed. But one of the many things that does need improving is the parking.	Parking issues will be considered by our parking team if necessary
QX002/7 (Havering Resident 3)	i think those changes will be causing more traffic queues	It is considered that the proposals would not cause additional traffic queues along Straight Road
QX002/8 (Havering Resident 4)	Request for speed limit sign.	It is not necessary at present.

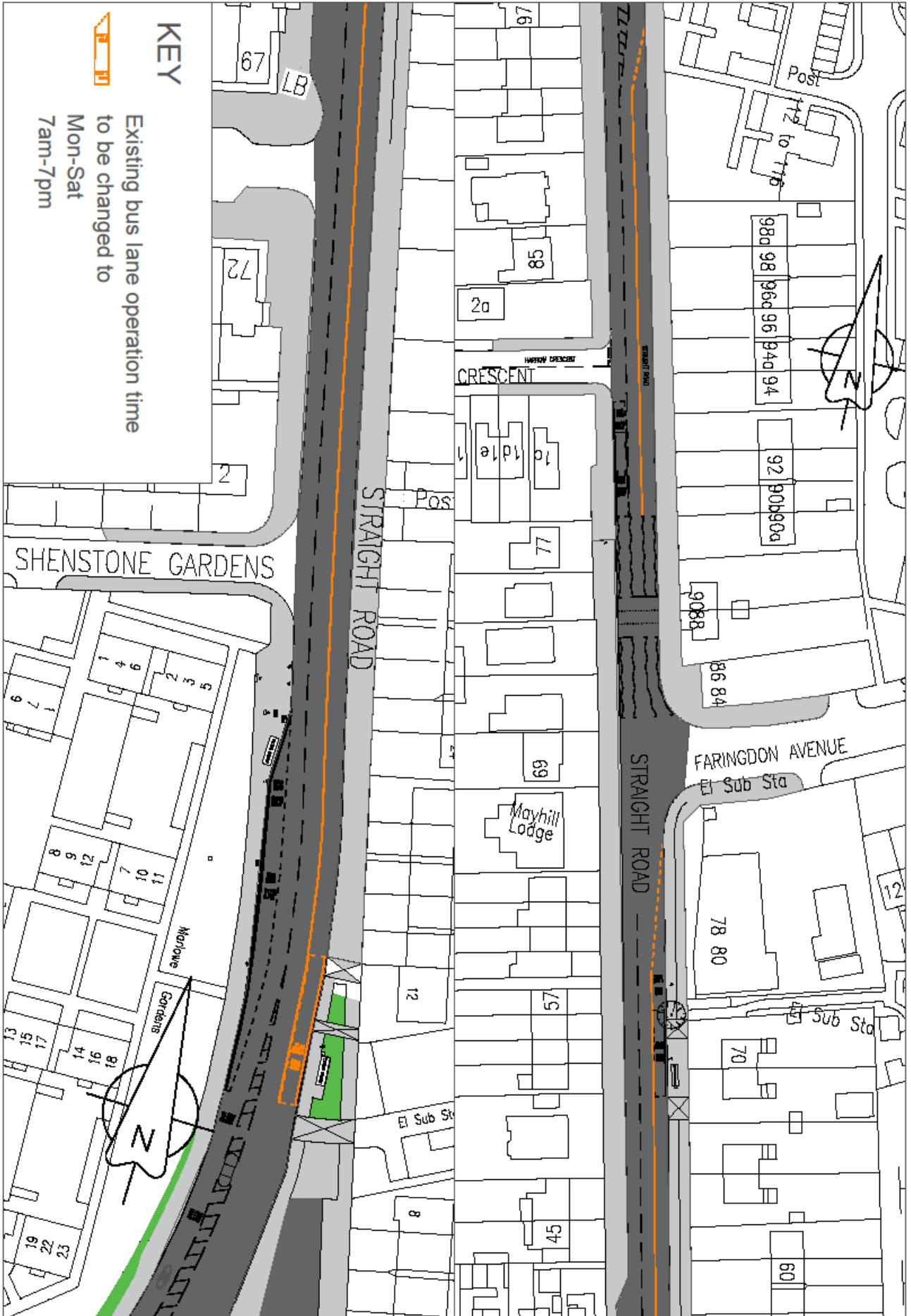
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Appendix 2
Plans

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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: QX002

Please call: Mr Siva Velup
Telephone: 01708 433142

Dear Resident/Occupier

Email: schemes@havering.gov.uk

Date: 11th October 2024

Straight Road Collisions Reduction Scheme
- Proposed safety improvements

We would like to hear your views on a proposed safety improvement scheme for your road.

It follows a feasibility study that was carried out and found that up to 1,300 vehicles per hour use Straight Road with speeds of up to 55 mph regularly recorded. Further analysis of collision records showed that there have been a total of 34 personal injury collisions (PICs) were recorded along Straight Road between Lower Bedfords Road and Gallows Corner Roundabout over a five-year period. Of these 34 PICs, five were serious; seven involved pedestrians; seven occurred in wet conditions and six occurred during the hours of darkness.

With funding being provided by the Mayor of London's Transport for London office (TfL), we can now look at a proposed scheme including the following: conversion of pelican crossing to a raised pelican crossing, conversion of zebra crossing to a raised zebra crossing, speed table, wider pedestrian refuge, vehicle activated sign, changes to bus lane operative times from Monday to Saturday 7.00am to 7.00pm, 30mph roundel and slow road markings as shown on the attached plans.

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 1 November 2024**.

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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 Lead Member 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.

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**LONDON BOROUGH OF HAVERING
HIGHWAYS ACT 1980 - SECTION 90A
STRAIGHT ROAD – PROPOSED SPEED CONTROL TABLES**

Notice is hereby given that the Council of the London Borough of Havering, under statutory powers contained in the Highways Act 1980, have approved a proposal to construct the traffic calming feature specified in column 3 of the table in the Schedule to this Notice in the street specified in column 1 of that table and at the location specified in column 2 of that table.

The speed control tables will have a maximum height of 75mm, they will extend across the full width of the carriageway and will be constructed to comply with the Department for Transport specifications.

Documents giving more detailed particulars of the proposed speed tables including drawings and maps can be viewed from 11th October 2024 to 1st November 2024 on the Councils website on the following link at <https://consultation.havering.gov.uk/highways>.

Any person desiring to object to the proposals or make other representation should send a statement in writing of either their objection or representations and the grounds thereof to the Highways, Traffic and Parking Schemes Manager, Town Hall, Main Road, Romford, RM1 3BD or by email to schemes@havering.gov.uk quoting QX002 to arrive by 1st November 2024.

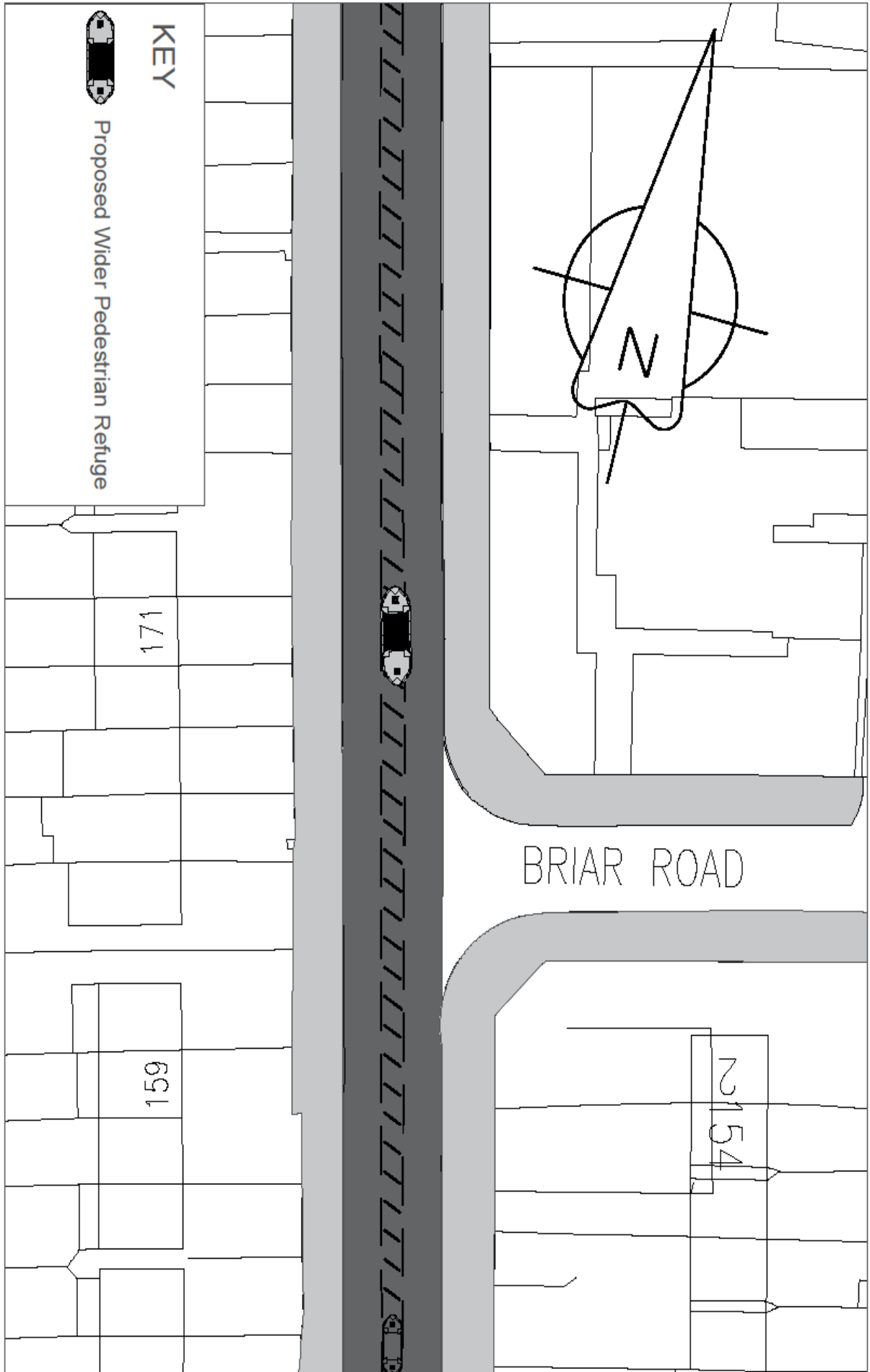
Dated: 11th October 2024

Tony Galloway
Assistant Director Environment,
Town Hall, Main Road,
Romford, RM1 3BD

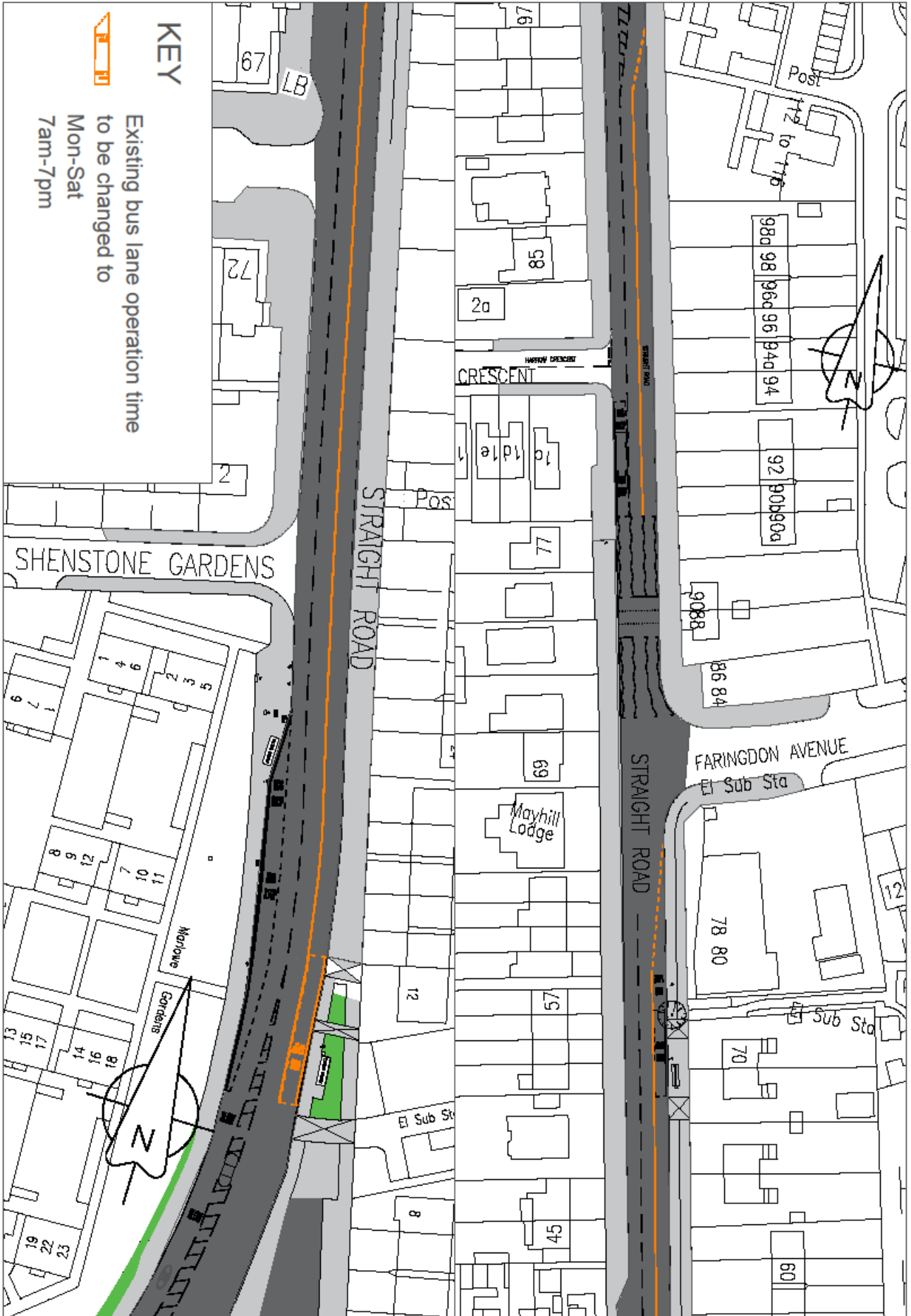
SCHEDULE

1	2	3
STREET	LOCATION	FEATURE
Straight Road	Outside St Ursula Primary School and property Nos: 298/300/302/304/306	Raised pelican crossing
Straight Road	Outside property Nos:284/286/288	Speed table
Hilldene Avenue	Outside property No. 1	Raised zebra crossing

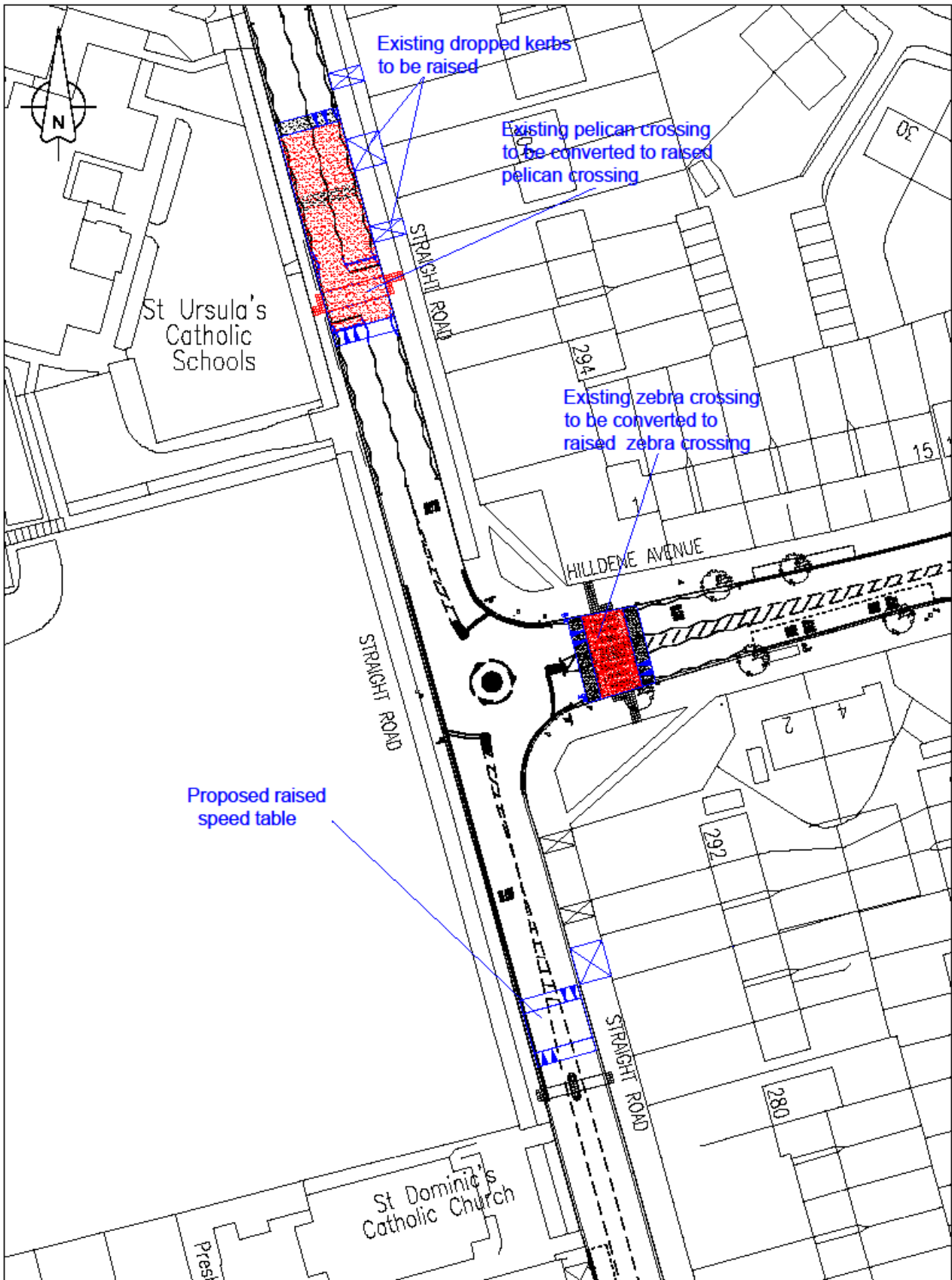
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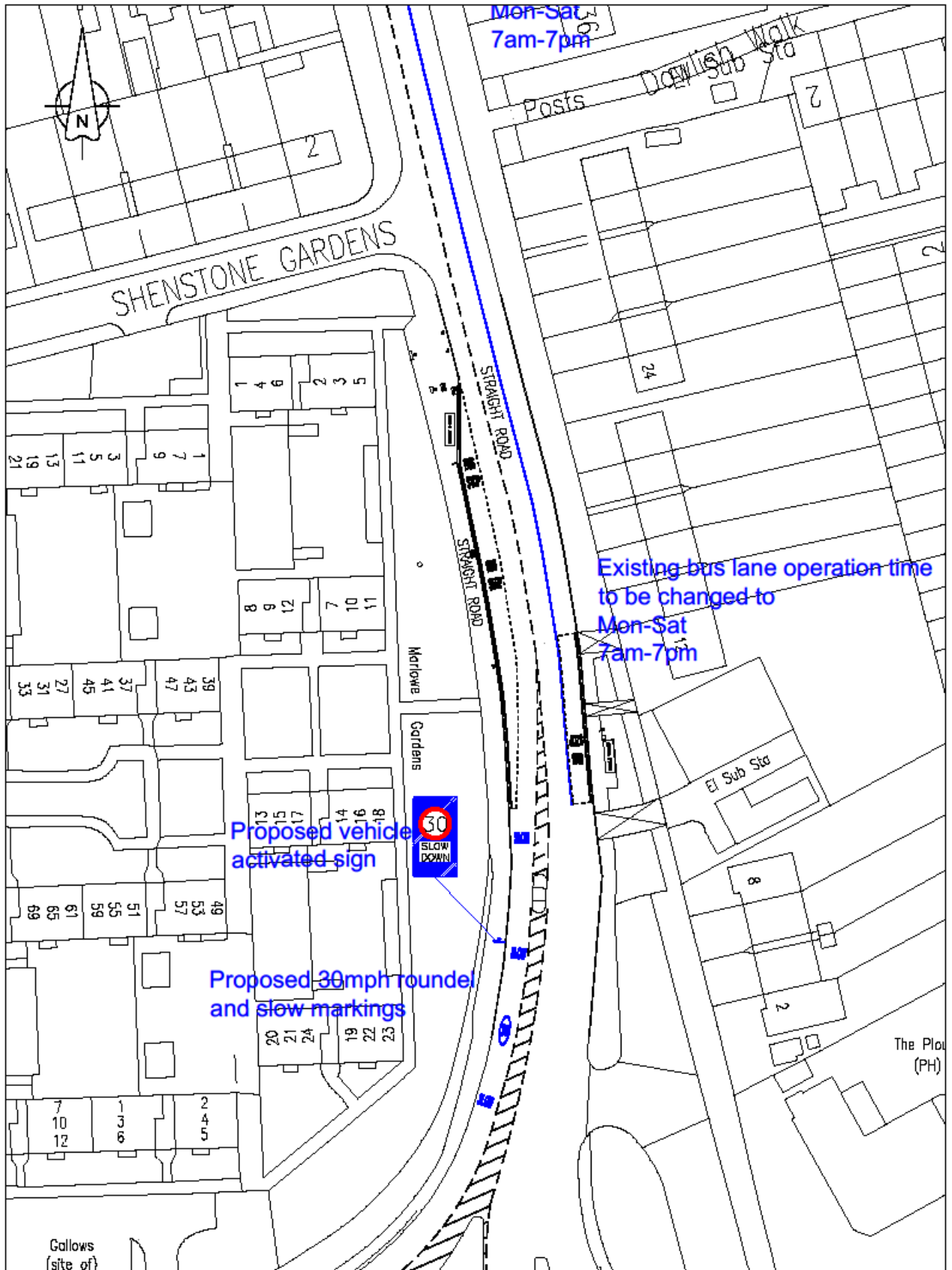


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<p>WOODWORTH</p> <p>For further information, please contact the Planning Department, 10000 Woodworth Drive, Woodworth, NSW 2127. Tel: (02) 9371 1000. Fax: (02) 9371 1001. Email: planning@woodworth.com.au</p>	<p>JOB TITLE STRAIGHT ROAD ACCIDENT REDUCTION PROGRAMME</p>	<p>PURPOSE -</p>	<p>CHECKED BY TQ</p>	<p>APPROVED BY JDR</p>	
	<p>DRAWING TITLE PROPOSED ROAD SAFETY IMPROVEMENT</p>	<p>DRAWN BY YS</p>	<p>SCALE (AT A3 SIZE) NTS</p>	<p>DATE OCT 24</p>	<p>STATUS DRAFT ISSUE</p>
	<p>ROAD REF: Straight Road A3 (426/297)</p>	<p>DRAWING No. 02/002/1</p>		<p>REVISION -</p>	<p>REVISION - AMENDMENT -</p>
					<p>DATE</p>

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<p>WOODPHEAST</p> <p><small>Woodpheast is a registered company in the United Kingdom. All services are provided on the basis of a contract. The company is not liable for any loss or damage caused by the use of its services. The company is not responsible for any loss or damage caused by the use of its services. The company is not responsible for any loss or damage caused by the use of its services.</small></p>	<p>JOB TITLE STRAIGHT ROAD ACCIDENT REDUCTION PROGRAMME</p>	<p>PURPOSE -</p>	<p>DESIGNED BY YS</p>	<p>CHECKED BY TQ</p>	<p>APPROVED BY JOR</p>				
	<p>DRAWING TITLE PROPOSED ROAD SAFETY IMPROVEMENT</p>	<p>SCALE (AT A3 SIZE) NTS</p>	<p>DATE OCT 24</p>	<p>ISSUE DRAFT ISSUE</p>	<p>REVISION</p>	<p>REVISION</p>	<p>AMENDMENT</p>	<p>DATE</p>	