

Appendix A

INJURY ACCIDENT LOCATIONS AND STICK DIAGRAMS

	Reference Number	Date / Day Month Year Time	Severity	Dark 🌑 / Lit 🌞 Weather Conditions Road Surface Special Conditions Carriageway Hazards	Vehicle Manoeuvres	V1 Vehicle V2 Vehicle Vehicle Vehicle	Casualty /age	Failed to Give-Way ⚠️ Signal Ignored 🛑 Loss of Control Hit Object IN C'way Hit Object OFF C'way Vehicle Left C'way	Breath Test	Contributory Factors	* possible, ** very likely School No./Ref. User fields.
1	NP08 597	TU12 Aug 2008	SI				47			V1** 102	
2	NP04 576	TU12 Jun 2007	SI				39			V1**V1 * 108 410	
3	NP10 755	Mo29 Sep 2008	SI				40			V1** 103	
4	NP06 039	Sa28 Jul 2007	Se				1917 39			V1**V1** 103 307	
5	NP03 299	TU31 Mar 2009	SI				44			V1** 103	
6	NP07 672	FRI15 Sep 2006	Fa				42 42 32			V1**V1** 410 307	
7	NP10 049	Sa04 Sep 2010	Se				40			V1** 410	
8	NP04 965	SU25 May 2008	Se				?? 374			V1** 403	
9	NP11 019	TU28 Sep 2010	Fa				1917 39			V1 * 109 307 V1**V1** 409 410 V1 * 509	
10	NP05 188	Sa30 Jun 2007	SI				18			V1**V1** 103 307	
11	NP09 752	Th29 Nov 2007	SI				76			V1**V1 * 410 603	
12	NP08 279	Sa18 Jul 2009	SI				54			V1** 102	
13	NP05 885	Sa30 May 2009	Fa				43 39 76			V1**V1** 410 602	
14	NP04 963	FRI07 May 2010	Se				64			V1**V1** 403 410	
15	NP06 610	TU01 Jul 2008	SI				482 39			V1**V1** 103 410	
16	NP02 178	Sd28 Feb 2009	SI				23571 39			V1**V1** 101 103 V1 * 408 410	
17	NP05 186	FRI30 May 2008	SI				34			V1**V1** 307 410	
18	NP03 721	Th09 Apr 2009	SI				335 39			V1**V1** 703 707	
19	NP10 750	Mo29 Sep 2008	SI				49			V1**V1 * 103 306 V1 * 307 410	
20	NP04 341	FRI02 Jun 2006	SI				31			V1**V1 * 101 510	
21	NP09 006	Su04 Nov 2007	Se				344 39			V1**V1** 103 408 V1 * 307 410	
22	NP06 613	Su13 Aug 2006	Se				605847 39			V1**V2** 403 307 V2**V1 * 308 405	
23	NP03 870	We13 Apr 2011	SI				13			V1**V1 * 103 307 V1 * 602	
24	NP07 596	Sa04 Jul 2009	SI				1945128 39			V1**V1** 410 403 V1** 602	
25	NP01 213	FRI15 Feb 2008	Se				50			V1**V1 * 109 503	
26	NP09 359	Mo22 Aug 2011	SI				25			V1**V1 * 102 410	

Appendix B

COMPARISON OF A830 STUDY SECTION WITH
A82 TARBET TO INVERARNAN (ALIGNMENT)

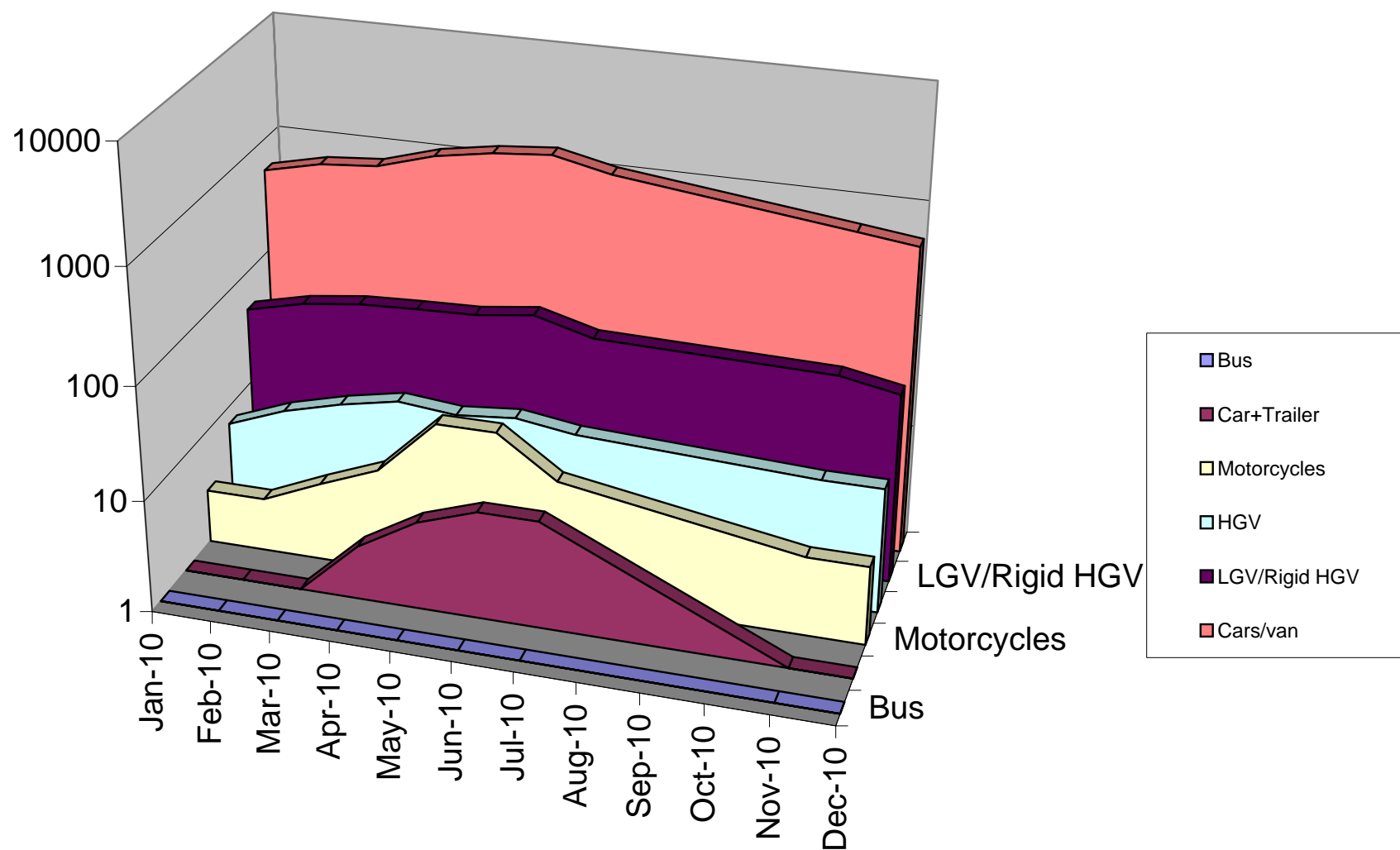
AND

A835 (TRAFFIC CHARACTERISTICS)

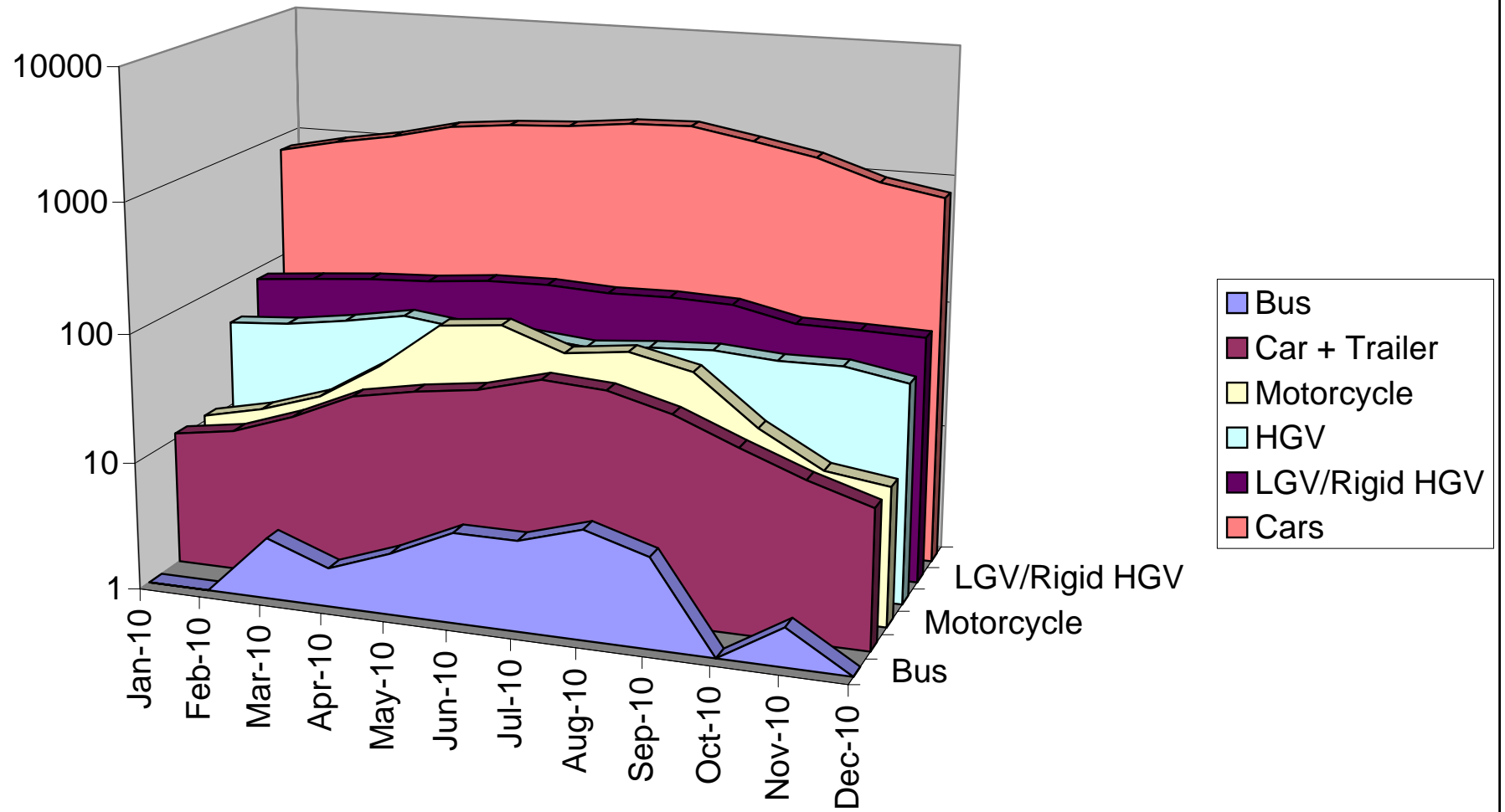
AND

PREDICTED MICROSCHEMES

A830 2010



A835 2010



ALIGNMENT CURVATURE - A82, V1, ALL XSP

ALIGNMENT

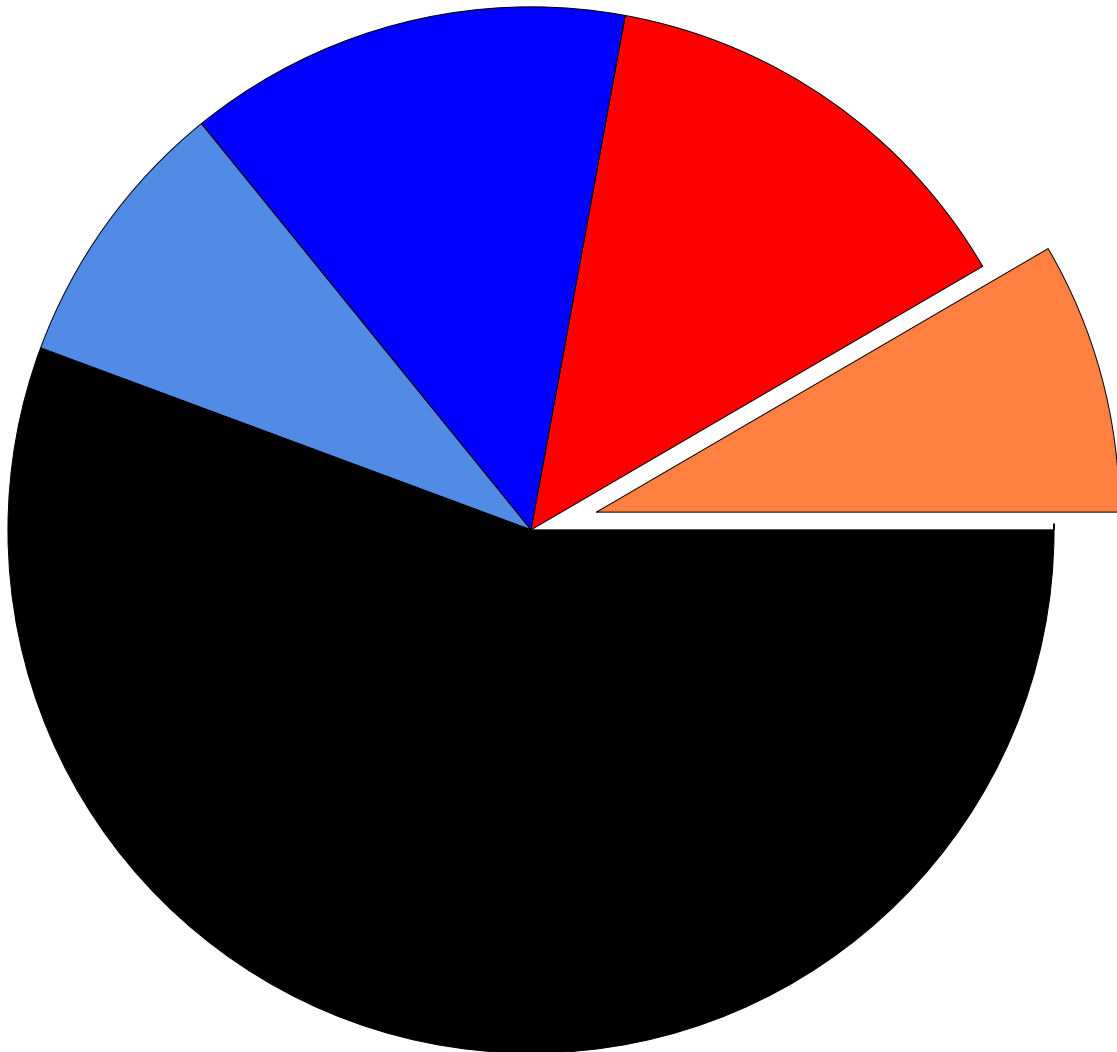
LEFT BEND 250 - 500(8.40%) 2.7km.

LEFT BEND 249 - 1(13.71%) 4.41km.

RIGHT BEND 0 - 250(13.74%) 4.418km.

RIGHT BEND 251 - 500(8.50%) 2.732km.

Outside Bands(55.66%) 17.9km.



Surveyed Network:32.16 km. Total Selected Lane Length:32.16 km. Nearside Lane Length:32.16 km.

ALIGNMENT CURVATURE - A830, V1, ALL XSP

ALIGNMENT

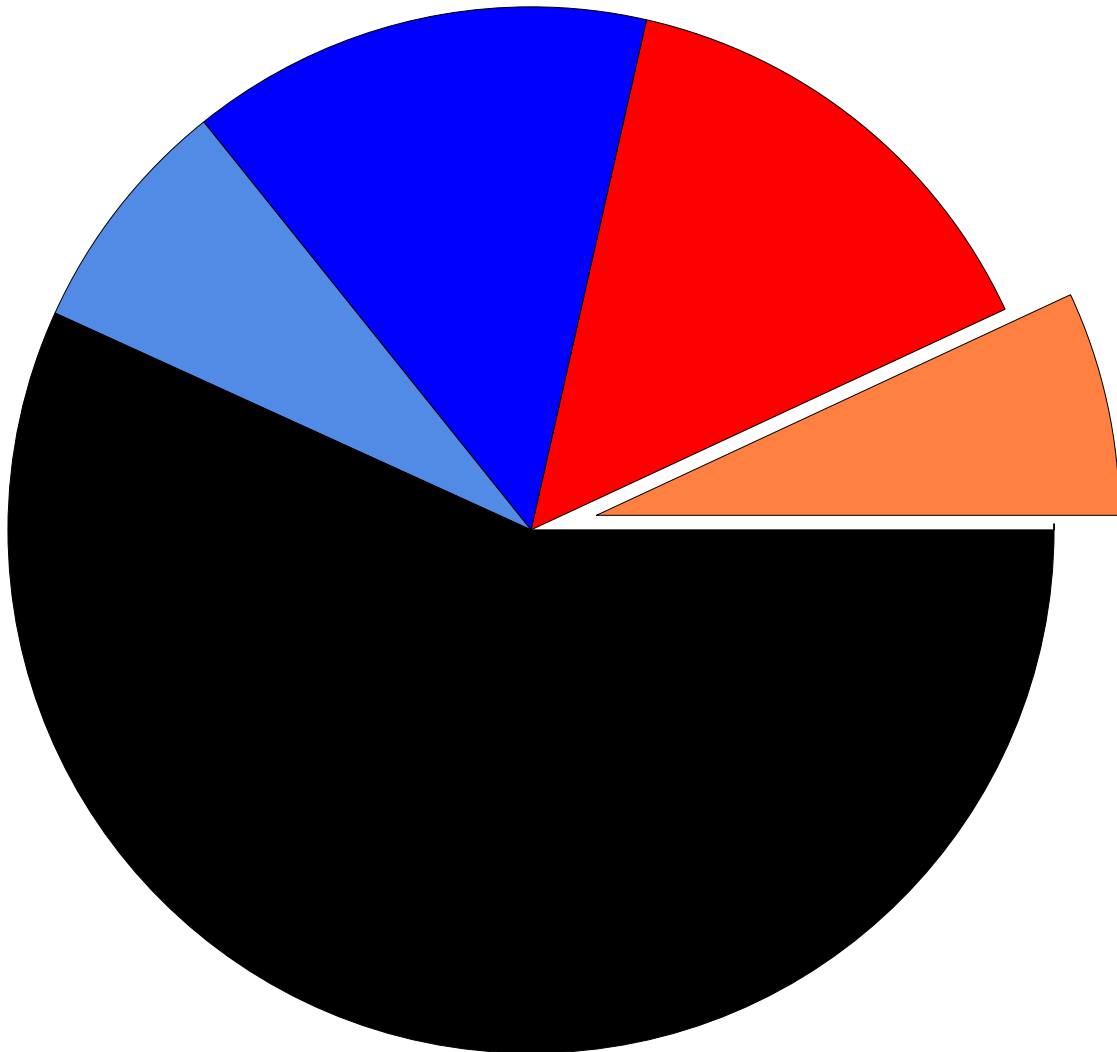
LEFT BEND 250 - 500(6.93%) 2.036km.

LEFT BEND 249 - 1(14.52%) 4.266km.

RIGHT BEND 0 - 250(14.31%) 4.203km.

RIGHT BEND 251 - 500(7.44%) 2.187km.

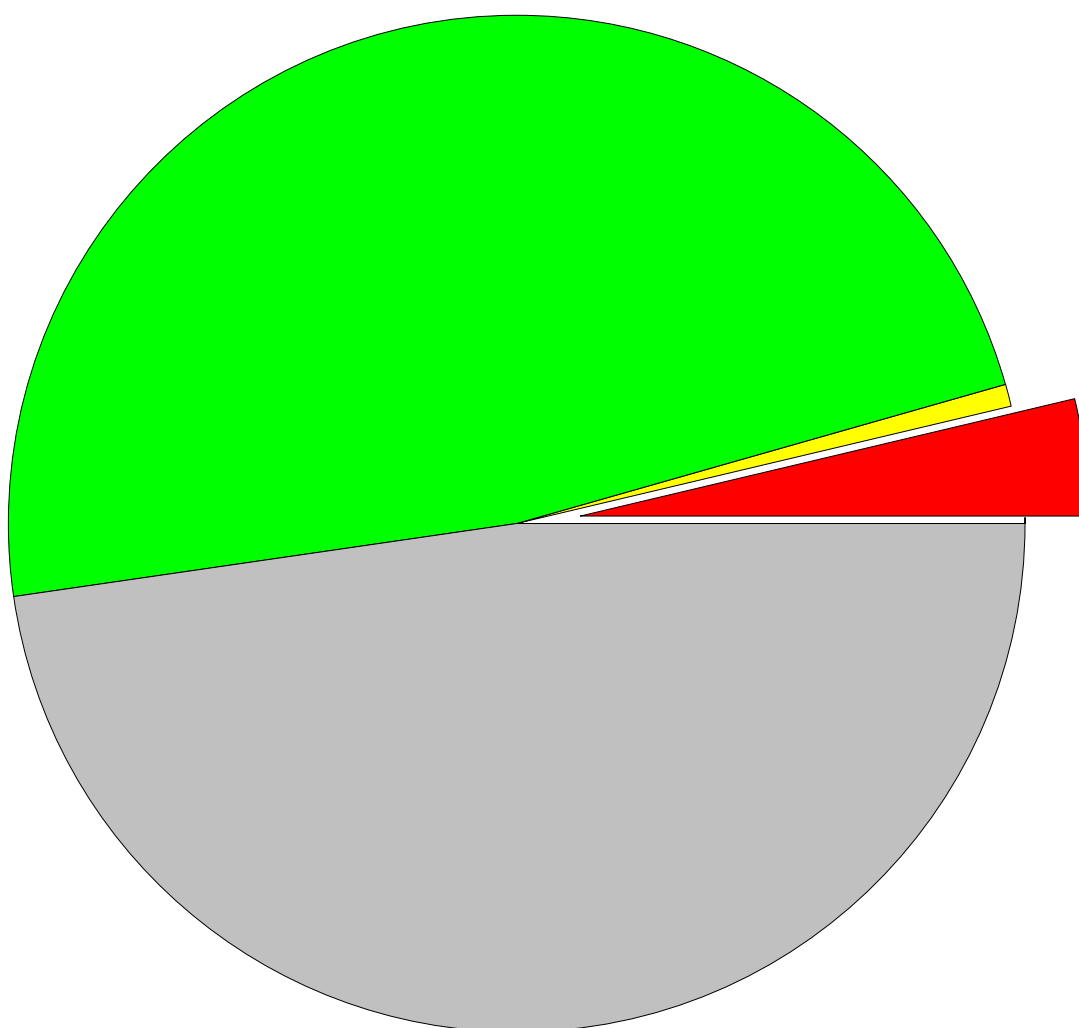
Outside Bands(56.80%) 16.688km.



Surveyed Network:29.38 km. Total Selected Lane Length:29.38 km. Nearside Lane Length:29.38 km.

PREDICTED MICRO SCHEMES TREATMENT TYPE UID - A82, ALL XSP

Predicted Treatment Type

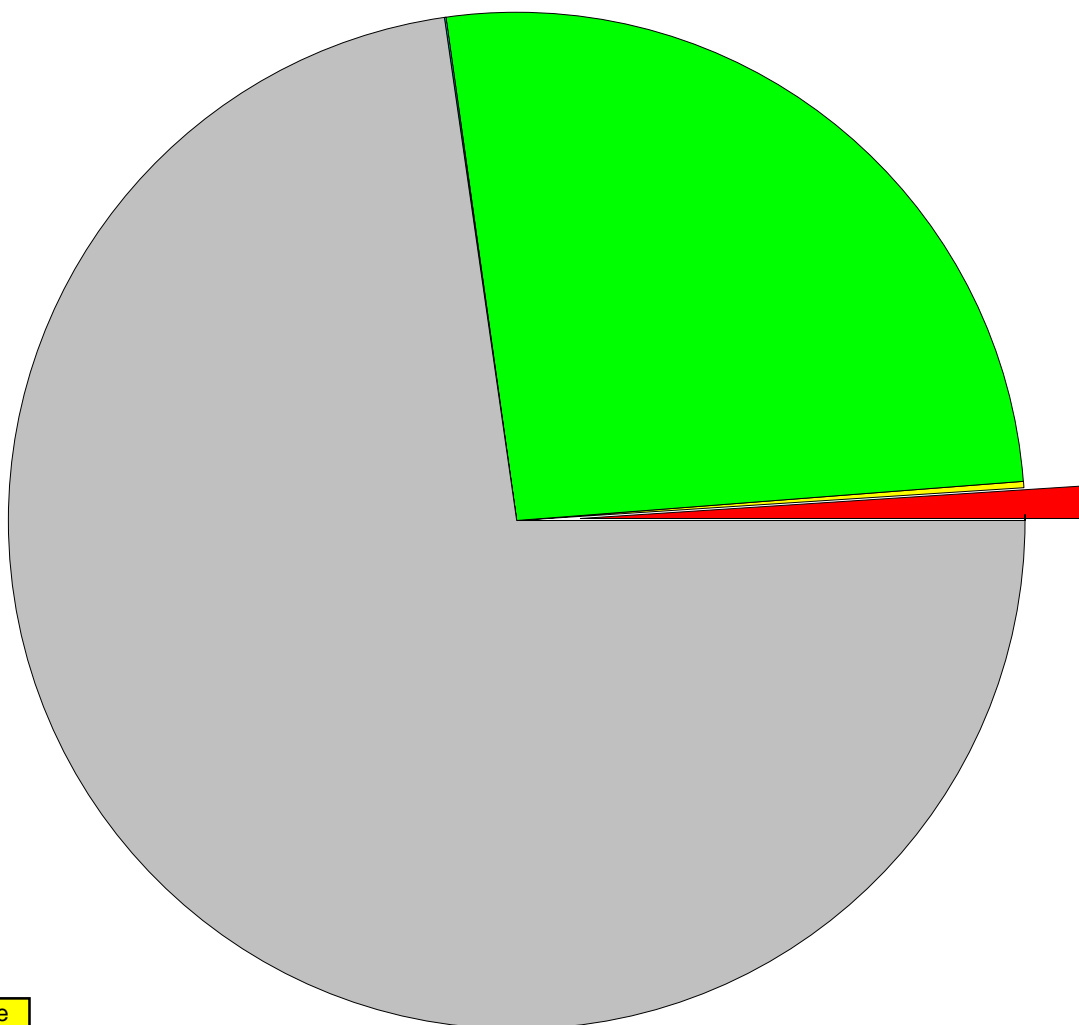


A82 Tarbert to Inverarnan

Surveyed Network:31.28 km. Total Selected Lane Length:31.28 km. Nearside Lane Length:31.28 km.

PREDICTED MICRO SCHEMES TREATMENT TYPE UID - A835, ALL XSP

Predicted Treatment Type

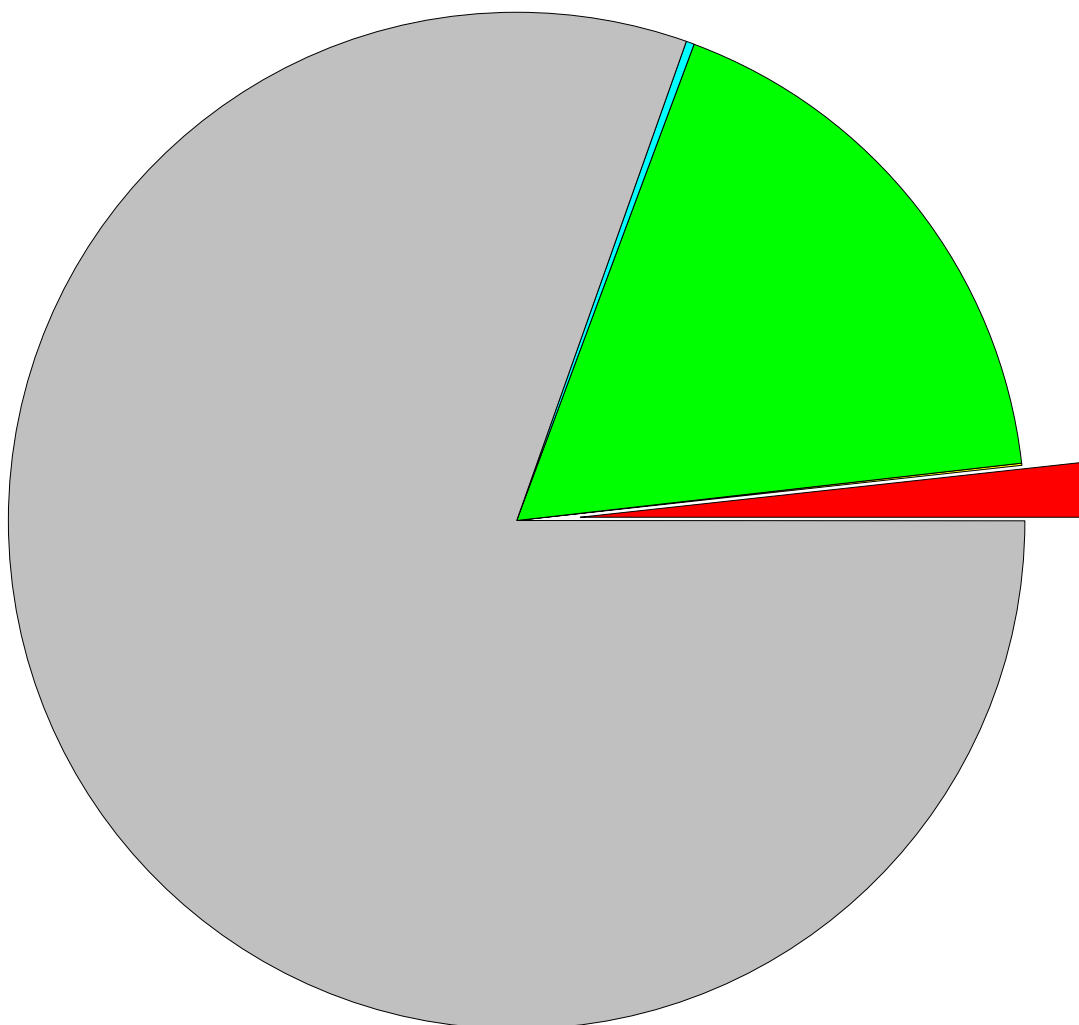


A835 Route

Surveyed Network:158.47 km. Total Selected Lane Length:149.02 km. Nearside Lane Length:149.02 km.

PREDICTED MICRO SCHEMES TREATMENT TYPE UID - A830, ALL XSP

Predicted Treatment Type

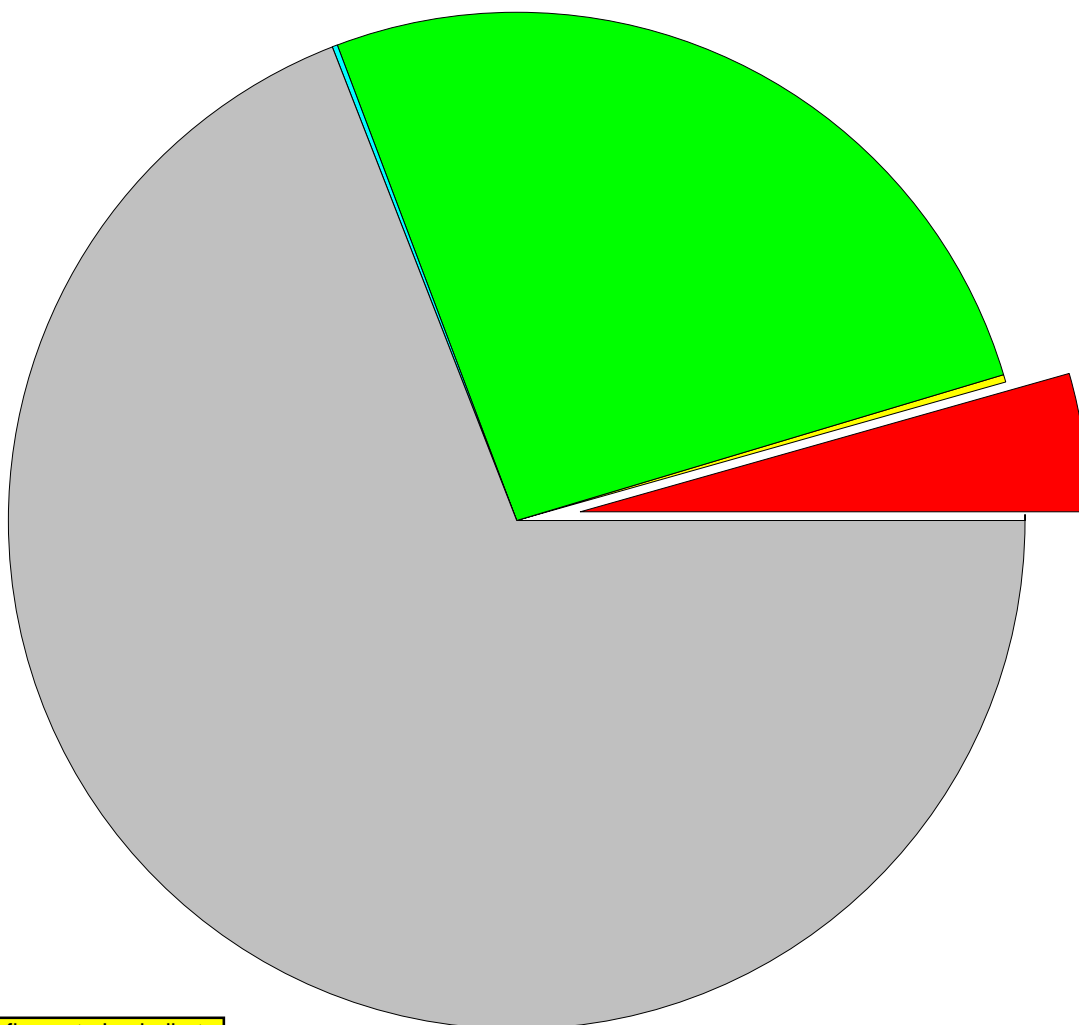


All A830 Route

Surveyed Network:133.7 km. Total Selected Lane Length:130.256 km. Nearside Lane Length:127.524 km.

PREDICTED MICRO SCHEMES TREATMENT TYPE UID - A830, ALL XSP

Predicted Treatment Type

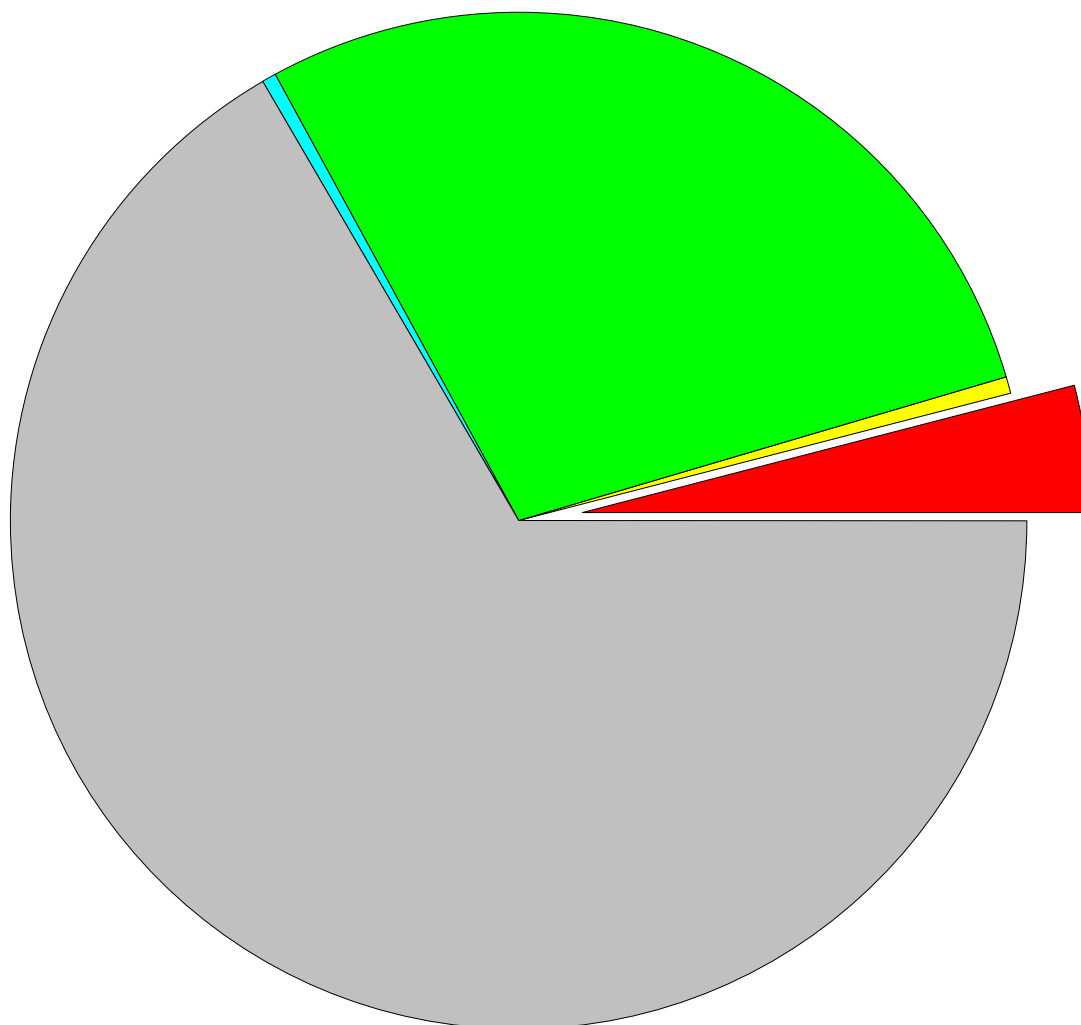


A830 Glenfinnan to Lochailort

Surveyed Network:29.38 km. Total Selected Lane Length:29.38 km. Nearside Lane Length:29.38 km.

PREDICTED MICRO SCHEMES TREATMENT TYPE UID, ALL XSP

Predicted Treatment Type



All North West Routes

Surveyed Network:2915.4 km. Total Selected Lane Length:2874.211 km. Nearside Lane Length:2736.343 km.

Appendix C

DAMAGE ONLY / NON – INJURY ACCIDENTS

GPMS Classification: NOT PROTECTIVELY MARKED														
Number of vehicles	Number of casualties	Reference Number	L = Local N=Non Local	Severity of Accident	Time	Date	Day of Week	Locus	Weather Desc	Road State	Cause	Location -Easting	Location -Northing	Description
	0	NP0236206		Non Injury	0800	04-Apr-06		A830 4 MILES EAST OF GLENFINNAN				185400	781700	THIS RTA RELATES TO A SINGLE VEHICLE TRAVELLING FROM MALLAIG TOWARDS FORT WILLIAM DIRECTION. THE DRIVER LEFT ROAD ON ITS NEARSIDE STUCK LEFT HAND BEND WARNING SIGN. DRIVER CAUTIONED AND CHARGED SEC 178 TAKING DRIVING AWAY, DRINK DRIVE SEC 5 (1), NO INSURANCE, DRIVE DEFECTIVE EYE SIGHT CON SEC 89.
	0	NP0238706		Non Injury	0200	24-Apr-06		A830 2 MILES EAST OF LOCHAILORT JUNCTION				184921	781707	THIS WAS A ONE VEHICLE NON INJURY ROAD ACCIDENT. VEH 1 WAS TRAVELLING EAST ON THE A830 2 MILES EAST OF THE LOCHAILORT JUNCTION IN A TWISTY SECTION OF ROAD. ON A SET OF DOUBLE BENDS THE DRIVER LOST CONTROL OF THE VEHICLE AND CRASHED INTO A ROCKFACE.
	0	NP0476506		Non Injury	1245	16-Jun-06		A830 GLENFINNAN				189262	781364	VEH 1 WAS BEING DRIVEN IN EASTERLY DIRECTION AT LOCUS WHILST NEGOTIATING A BEND. VEH 2 NFD THOUGHT TO HAVE BEEN TOWING A WHITE CARAVAN PASSED VEH 1 DRIVING IN A WESTERLY DIRECTION. THE CARAVAN THEN STRUCK THE OFFSIDE WING MIRROR OF VEH 1 CAUSING IT TO SHATTER - VEH 2 NOT TRACED
	0	NP0707606		Non Injury	0030	28-Aug-06		A830 6.5 MILES WEST OF GLENFINNAN				184280	781528	VEH 1 TRAVELLING WEST ON A830, NEGOTIATED A RIGHT HAND BEND WHEN A LARGE STAG EMERGED FROM THE NEARSIDE INTO THE PATH OF VEHICLE/ VEHICLE UNABLE TO STOP AND STRUCK DEER, CAUSING EXTENSIVE FRONTAL DAMAGE TO VEH . NO INJURIES SUSTAINED.
	0	NP0725406		Non Injury	1245	02-Sep-06		FORT WILLIAM - MALLAIG ROAD 2.5M WEST OF GLENFINNAN, GLENFINNAN				185804	781311	VEH 1 TRAVELLING WEST WAS BRAKING PRIOR TO RIGHT HAND BEND WHEN IT SKIDDED AND STRUCK CHEVRON BOARD SIGNS AND CAME TO REST ON ITS OFFSIDE. SMALL PATCHES OF DIESEL SEEN ON APPROACH TO LOCUS WHICH MAY HAVE CONTRIBUTED OR CAUSED THE SKIDDING.
	0	NP0186507		Non Injury	0808	12-Mar-07		A830 AT GALLOP BRIDGE, NEAR GLENFINNAN				189790	780964	CIRCUMSTANCES ARE VEH 1 WHILST TRAVELLING EAST HAS NEGOTIATED GALLOP BRIDGE, WHEREUPON VEH 2 TOWING A 1350LTR FUEL BOWSER HAS LOST CONTROL JACK-KNIFING INTO VEH 2 WHICH HAS TAKED TO THE DITCH AND OVERTURNED ONTO ITS NEARSIDE. DUE TO DRIVERS COMMENTS AND WALL OF INDEPENDANT WITNESSES INSUFFICIENT EVIDENCE TO PROGRESS S3 RTA 1988.
	0	NP0532207		Non Injury	1900	05-Jul-07		A830 EAST OF RANOCHAN				183392	781974	VEH 1 FAILED TO NEGOTIATE BEND, STRUCK VERGE BEFORE CROSSING CARRIAGEWAY AND STRIKING ROCK FACE AND LANDING ON ROOF ON OPPOSING CARRIAGEWAY.
	0	NP0731907		Non Injury	1658	07-Sep-07		A830 GLENFINNAN HILL				188564	781684	DRIVER OF VEH 1 LOST CONTROL OF VEHICLE ON RIGHT HAND BEND COLLIDING WITH VEH 2 CAUSING MINOR DAMAGE.
	0	NP0968607		Non Injury	1026	27-Nov-07		A830 3 MILES FROM LOCHAILORT (EAST)				183320	781991	VEH 1 TRAVELLING EAST LOST CONTROL ON WET/MUDDY ROAD AND ROLLED INTO DITCH.
	0	NP1057007		Non Injury	1550	27-Dec-07		A830 AT RANACHAN				182035	782170	VEH1 TRAVELLING WEST LOST CONTROL ON WET ROAD, STRIKING CHEVRON BOARD
	0	NP0084608		Non Injury	1336	01-Feb-08		A830 MALLAIG TO FORT WILLIAM ROAD NEAR RANOCHAN				181900	782387	DRIVER LOST CONTROL WHILST EASTBOUND (TOWARDS FORT WILLIAM) AT LOCUS. CAR SKIDDED INTO LOCH ELIT AND DRIVER HAD TO SWIM TO SHORE. VEH HAS SUNK INTO UNKNOWN DEPTH OF WATER PRIOR TO POLICE ARRIVAL. A NUMBER OT ITEMS FROM WITHIN THE VEH HAVE BEEN RECOVERED FORM THE SHORE
	0	NP0172008		Non Injury	1800	02-Mar-08		A830 5 MILES WEST OF GLENFINNAN				185567	781552	VEH LOST CONTROL ON ROAD SURFACE COLLIDING WITH ROCKFACE
	0	NP0226208		Non Injury	0330	22-Mar-08		A830. 2 MILES WEST OF GUNFINNAN				184532	781634	VEH1 TRAVELLING EAST AT LOCUS WHEN STAG RAN OUT IN FRONT OF VEH. UNABLE TO AVOID COLLISION AND STAG KILLED. VEH1 EXTENSIVE DAMAGE TO FRONT AND OFFSIDE, NO EVIDENCE OF CARELESSNESS
	0	NP0384508		Non Injury	1450	01-May-08		A830 APPROXIMATELY 1 MILE OF GLENFINNAN				187629	781758	VEH2 WAS TRAVELLING WEST AT LOCUS AND HAD PARCIALLY NEGOTIATED A BRIDGE WHICH IS ONLY WIDE ENOUGH TO ALLOW SINGLE FILE TRAFFIC. VEH1 WAS TRAVELLING EAST NEGOTIATING LEFT HAND BEND, BRAKED, SKIDDED ON THE WET ROAD SURFACE AND COLLIDE WITH THE FRONT OFFSIDE OF VEH2
	0	NP0739608		Non Injury	1800	17-Jul-08		A830 MALLAIG TO FORT WILLIAM ROAD NEAR RANNOCHAN BY LOCH ELIT				181815	782383	VEH 1 TRAVELLING WEST (UNLADEN ARTIC AND CURTAIN SIDED TRAILER, LORRY). VEH 2 TRAVELLING EAST (LAIDEN ARTIC AND CURTAIN SIDED TRAILER) LORRY AUSTRIAN LEFT HAND DRIVE. VEH 1 DESCENDING SLIGH GRADIENT WITH SHARP LEFT HAND BEND AT BOTTOM OF GRADIENT. VEH 2 JUST ROUNDED THE BEND AT BOTTOM OF GRADIENT TRAVELLING IN OPPOSITE DIRECTION. VEH 2 PULLED AS FAR INTO NEARSIDE VERGE AS POSSIBLE. VEH 1 APPEARS TO HAVE CROSSED CENTRE LINE OF ROAD, THEN BACK INTO OWN LANE. HOWEVER REAR OFFSIDE END OF TRAILER OF VEH 1 HAS STILL BEEN ACROSS CENTRE LINE WHEN GOING ROUND LEFT BEND AND HAS STRUCK FRONT OFFSIDE OF VEH 2 CAUSING EXTENSIVE DAMAGE TO VEH 2
	0	NP0985208		Non Injury	1900	08-Sep-08		5 MILES WEST OF GLENFINNAN				184360	781546	VEH 1 WAS TRAVELLING IN AN EASTERLY DIRECTION AT LOCUS ON OPPOSING/WRONG CARRIAGEWAY WHEN IT COLLIDED WITH WESTBOUND VEH 2 ON SAME LANE. VEH 2 TOOK EVASIVE ACTION HOWEVER BOTH VEHICLES COLLIDED
	0	NP0934708		Non Injury	1815	28-Aug-08		A830 GLENFINNAN TO LOCH AILORT				185741	781296	VEH 1 WAS TRAVELLING IN A WESTERLY DIRECTION ON A830 APPROX 2-3 MILES FROM GLENFINNAN. ON NEGOTIATING A RIGHT HAND BEND DRIVER LOST CONTROL DUE TO WET/GREASY ROAD SURFACE. FOLLOWING HEAVY RAINFALL VEH 1 ON ATTEMPTING TO REGAIN CONTROL HAS MOUNTED NEARSIDE VERGE BEFORE SWERVING ACROSS THE ROAD MOUNTING OFFSIDE VERGE. VEH 1 HAS COME THEN TO A HALT ON THE ROUGH TERRAIN AND FLIPPED OVER ONTO ITS ROOF WHERE IT HAS COME TO REST. NO INJURIES VEH 1 UPLIFTED BY MORAR MOTORS MORAR AT OWNERS REQUEST. THIS RTA WOULD APPEAR TO BE RESULT OF ROAD/WEATHER CONDITIONS NOT DRIVER ERROR
	0	NP1209508		Non Injury	1215	31-Oct-08		A830 2.5 MILES WEST OF GLENFINNAN				185601	781400	VEH 1 WAS BEING DRIVEN EAST AT THE LOCUS. AS THE DRIVER NEGOTIATED A SERIES OF SHARP BENDS. SHE WAS TEMPORARILY BLINDED BY THE LOW SUN. AT THE SAME TIME SHE WAS PASSED BY AN HGV DRIVING IN THE OPPOSITE DIRECTION. THIS SERIES OF CIRCUMSTANCES LED TO VHE 1 CLIPPING THE EDGE OF THE CARRIAGEWAY AND THE DRIVER LOSING CONTROL AND CRASHING INTO THE ROCKFACE NEXT TO THE ROAD CAUSING THE LISTED DAMAGE
	0	NP0684808		Non Injury	1720	06-Jul-08		A830 AT CRAIGLEA LOCHAILORT				178620	783100	VEH 1 AND 1 UNIDENTIFIED VEH CLIPPED WING MIRRORS ON NARROW ROAD, NO TRAVE OF OTHER VEH
2	0	NP01012	2 L	Non Injury	16:30	28-Jan-09	Wednesday	A830 AT THE MHUIDHE BETWEEN LOCHAILORT AND GLENFINNAN	DRY	DRY AND GOOD REPAIR		185574	781603	VEH 1 TRAVELLING EAST AT LOCUS ON NEGOTIATING A RIGHT HAND BEND, VHE 2 WHICH WAS HEADING WEST STRUCK VEH 1 FRONT OFFSIDE WING MIRROR. THIS CAUSED THE GLASS FROM VEH 1 WING MIRROR TO SMASH FRONT OFFSIDE QUARTER LIGHT WINDOW. DRIVER OF VEH 1 CONTACTED POLICE SAME DATE. DRIVER OF VEH 2 DID NOT CONTACT POLICE OR GIVE DETAILS TO VEH 1
	0	NP0311809		Non Injury	2140	25-Mar-09		A830 GLENFINNAN RAILWAY BRIDGE				189404	781207	VEH 1 TRAVELLING EAST AT LOCUS, DRIVER SWERVED TO AVOID A DEER ON THE ROADWAY, LOST CONTROL AND COLLIDED WITH RAILWAY BRIDGE PARAPET
2	0	NP04601	2 N	Non Injury	11:00	29-Apr-09	Wednesday	A830 GLENFINNAN	DRY	GOOD REPAIR		189129	781480	VEH 1 TRAVELLING EAST AT LOCUS, DRIVER SWERVED TO AVOID A DEER ON THE ROADWAY, LOST CONTROL AND COLLIDED WITH RAILWAY BRIDGE PARAPET
2	0	NP07984	1 L; 1 N	Non Injury	12:45	12-Jul-09	Sunday	A830 TWO MILES WEST OF GLENFINNAN	RAINING WITHOUT HIGH WINDS	WET/DAMP		186221	881382	VEH 1 WAS TRAVELLING IN A WESTERLY DIRECTION WHEN OFFSIDE WING MIRROR COLLIDED WITH OFFSIDE WING MIRROR OF UNKNOWN VEH
2	0	NP09276	1 L; 1 N	Non Injury	13:45	08-Aug-09	Saturday	A830 LOCHAILORT	SUNNY	WET AND GOOD STATE OF REPAIR		178090	783140	VEH 1 WAS BEING DRIVEN WEST AT THE LOCUS IN HEAVY RAIN. AS VEH 1 DRIVER NEGOTIATED A SERIES OF TIGHT BENDS THE REAR OF VEH 1 SLID ON THE GREASY SURFACE RESULTING IN VEH 1 SKIDDING INTO THE OPPOSITE LANE WHERE IT COLLIDED WITH VEH 2 WHICH WAS BEING DRIVEN EAST CAUSING THE LISTED DAMAGE
1	0	NP10301	N	Non Injury	20:10	28-Aug-09	Friday	A830 3 MILES WEST OF GLENFINNAN	POOR AND WET	GOOD REPAIR AND GREASY		185577	781422	VEH 1 WAS TRAVELLING WESTBOUND AT LOCUS THROUGH A SERIES OF BENDS. ON NEGOTIATING A LEFT HAND BEND REAR END OF VEH 1 BEGAN TO SLIDE OUT DUE TO WET/GREASY ROAD SURFACE. VEH 1 ATTEMPTED TO CORRECT SLIDE FOLLOWING WHICH VEH 1 MOUNTED NEARSIDE KERB/VERGE AND THEREAFTER SWERVED AND CROSSED WHITE LINE OF CARRIAGEWAY COLLIDING HEAD ON WITH VEH 2. THIS WAS NO INJURY RTC AT LOW SPEED, ROAD SURFACE WAS WET/GREASY AS A RESULT OF PRIOR HEAVY RAINFALL. THERE IS NO INDICATION OF EVIDENCE OF CARELESSNESS ON BEHALF OF ANY DRIVER
1	0	NP10566	N	Non Injury	09:45	03-Sep-09	Thursday	A830 MHUIDE	WET	GOOD STATE OF REPAIR		285696	809560	VEH 1 TRAVELLING EAST AT LOCUS, SLID ON WET CARRIAGEWAY WHILST NEGOTIATING RIGHT HAND BEND BEFORE COMING TO REST ON THE VERGE OF THE WEST BOUND CARRIAGEWAY
1	0	NP08135	N	Non Injury	14:53	16-Jul-09	Thursday	A830 4 MILES WEST OF GLENFINNAN	WET	GOOD REPAIR		185700	781300	CIRCUMSTANCES ARE THAT VEH 1 WAS TRAVELLING IN A WESTERLY DIRECTION AT THE GIVEN LOCUS, ON NEGOTIATING A RIGHT HAND BEND, VEH 1 LOST CONTROL DUE TO WET/GREASY ROAD SURFACE AND ON ATTEMPTING TO CORRECT SKID, VEH 1 COLLIDED WITH N/S ANKLE BARRIER, NO INJURIES TO DRIVER. DRIVER ARRANGED RECOVERY WITH NO POLICE INVOLVMENT. NOTHING TO SUGGEST ANYTHING OTHER THAN ROAD CONDITIONS CONTRIBUTED TO THIS RTC
1	0	NP11715	L	Non Injury	12:00	30-Sep-09	Wednesday	A830 AT BANACHAN LOCH ELIT LOCHIELORT LOCHABER	WET	POOR - GREASY/SLIPPERY		182817	782105	AT GIVEN TIME, DATE & LOCUS, VEH 1 WAS TRAVELLING IN A WESTERLY DIRECTION. ON ENCOUNTERING A SERIES OF BENDS VEH 1 LOST CONTROL ON A RIGHT HAND BEND DUE TO WET /GREASY ROAD SURFACE AND THEREAFTER COLLIDED WITH N/S SAFETY BARRIER CAUSING SAID DAMAGE. VEH 1 WAS PULLING A TWIN AXLE TRAILER AT TIME. THIS WAS NOT A CONTRIBUTORY FACTOR TO RTC AND APPEARED TO HAVE NO APPARENT DAMAGE. NO INJURIES AS RESULT OF RTC DISCLOSED OR VISIBLE AT TIME. RECOVERY ARRANGED BY DRIVER OF VEH 1. CROFT MOTORS, FORT WILLIAM ATTENDED AND RECOVERED BOTH VEH 1 AND TRAILER
1	0	NP11703	N	Non Injury	09:15	30-Sep-09	Wednesday	A830 4 MILES WEST OF GLENFINNAN LOCHABER	POOR	POOR REPAIR/SURFACE		185553	781471	VEH 1 WESTBOUND, DRIVER HAS LOST CONTROL ON SHARP RIGHT HAND BEND DUE TO ROAD/WEATHER
1	0	NP11524	N	Non Injury	15:25	25-Sep-09	Friday	A830 3 MILES WEST OF GLENFINNAN	RAINING	TARMAC/GOOD REPAIR/WET		185554	781492	VEH 1 WESTBOUND LOST CONTROL DUE TO ROAD CONDITIONS
1	0	NP12324	N	Non Injury	17:00	14-Oct-09	Wednesday	A830 APPROX 1 1/2 MILE. WEST OF GLENFINNAN	WET	WET - GOOD REPAIR		187694	781754	VEH1 WAS TRAVELLING WESTBOUND AT LOCUS AND ON NEGOTIATING A SERIES OF BENDS LOST CONTROL ON A RIGHT HAND BEND DUE TO ROAD SURFACE BEING WET/GREASY. THEREAFTER COLLIDED WITH NEARSIDE BARRIER CAUSING SUBSTANTIAL DAMAGE TO VEH. AADL CONTACTED AND MORAR MOTORS ATTENDED AT OWNERS REQUEST. NOTHING TO SUGGEST ANYTHING OTHER THAN WEATHER/ROAD SURFACE IS CAUSE OF ACCIDENT
1	0	NP11435	N	Non Injury	10:00	23-Sep-09	Wednesday	A830 MHUIDE	WET/RAINING	GOOD STATE OF REPAIR / WET		176916	782611	VEH 1 LOST CONTROL ON SHARP LEFT HAND BEND DUE TO ROAD SURFACE. VEH 1 ENTERED LOCH AND NOW FULLY SUBMERGED
1	0	NP12349	N	Non Injury	12:00	15-Oct-09	Thursday	A830 MHUIDE	WET/NOT RAINING	GOOD STATE OF REPAIR / WET		185085	781758	VEH 1 LOST CONTROL DUE TO ROAD CONDITIONS COLLIDING WITH BARRIER
2	0	NP4800	N	Non Injury	17:40	03-May-10	Monday	A830 1.5 MILES EAST OF LOCHAILORT JUNCTION	FINE-WITHOUT WINDS	DRY - TARMAC GOOD CONDITON		177701	783044	VEH 1 TRAVELLING WEST ON A830 AT LOCUS. DRIVER LOST CONTROL ON RIGHT HAND BEND. VEH SKIDDED ON WET ROAD SURFACE AND LEFT CARRIAGEWAY NEARSIDE COMING TO REST ON VERGE
2	0	NPR7324	N	Non Injury	10:15	01-Jul-10	Thursday	A830 AT CRAIGLEA	WET	VERY WET AND GREASY		178890	782960	VEH001 WAS TRAVELLING WEST BOUND AT LOCUS AND ATTEMPTED TO OVERTAKE VEH002. DRIVER OF VEH001 REALISED THAT DUE TO AN ONCOMING VEHICLE SHE DID NOT HAVE SUFFICIENT SPACE AND BRAKED TO COME BACK IN BEHIND VEH002. DRIVER OF VEH002 ON SEEING THE ATTEMPTED OVERTAKE, BRAKED AT THE SAME TIME. DRIVER OF VEH001 THERAFTER LOST CONTROL OF VEHICLE WHICH LEFT ROAD ON OFFSIDE, ROLLED AS CAME TO REST ON OFFSIDE VERGE.
1	0	NP6867	N	Non Injury	14:30	20-Jun-10	Sunday	A830 LOCHAILORT	SUNNY/DRY	GOOD STATE OF REPAIR/DRY		178918	782755	VEH001 WESTBOUND, DUE TO HEAVY RAINFALL SLIPPERY ROAD CROSSED CENTRE LANE MARKS AND COLLIDED WITH EASTBOUND VEH002. NO INJURY.
1	0	NP7457	N	Non Injury	14:35	04-Jul-10	Sunday	A830 LOCHAILORT	DAYLIGHT/RAINING	GOOD STATE OF REPAIR		178082	783130	VEH001 WAS TRAVELLING EASTBOUND ON THE A830 OF CRAIGLEA LOCHAILART AT WHICH TIME RIDER OF VEH001 LOST CONTROL ON A SHARP LEFT HAND BEND AND UPON BEING UNABLE TO REGAIN CONTROL HAS DROPPED VEH001
1	0	NP08704	N	Non Injury	16:40	04-Aug-10	Wednesday	A830 GLENFINNAN				192767	779559	CIRCUMSTANCES ARE THAT VEH001 WAS TRAVELLING IN AN EASTERLY DIRECTION AT LOCUS AT WHICH TIME DRIVER NEGOTIATED A RIGHT HAND BEND AND SKIDDED DUE TO EXCESS WATER ON ROAD SURFACE. DRIVER WAS UNABLE TO CORRECT SKID AND VEH001 THERAFTER LEFT ROADWAY ON OFFSIDE AND CAME TO REST DOWN SMALL ENBANKMENT.
	0	NP1052010		Non Injury	0920	15-Sep-10		A830 LOCHAILORT				178896	782938	VEH 001 WAS DRIVING IN AN EASTERLEY DIRECTION AT LOCUS ON A830 WHEN DRIVER APPROACHED LEFT HAND BEND, ON APPROACHING/ENTERING BEND, VEH 001 ENCOUNTERED A SECOND UNKNOWN VEHICLE (NO INVOLVEMENT). DRIVER OF VEH 001 BELIEVED THAT THIS VEHICLE WAS ABOUT TO ENCROACH ONTO HER SIDE OF ROAD, AT WHICH TIME DRIVER OF VEH 001 HAS ATTEMPTED TO MOVE TO THE NEARSIDE. FOLLOWING WHICH HAS COLLIDEWD WITH NEARSIDE VERGE AND THEREAFTER COLLIDED WITH NEARSIDE SAFETY BARRIER CAUSING STATED DAMAGE.
1	0	NP11141	L	Non Injury	06:11	01-Oct-10	Friday	A830 WESTERN END OF LOCH ELIT	WET	GOOD STATE OF REPAIR	DRIVER ERROR	184210	781570	VEH001 WESTBOUND, DRIVER LOST CONTROL ON GREASY ROADS, SPUN VEHICLE STRIKING SYKE/CHEVRON BOARD
1	0	NP11740	L	Non Injury	12:48	17-Oct-10	Sunday	A830 @ CRAIGLEA BEND LOCHAILORT	UNKNOWN	Diesel on road	DIESEL	220240	756251	
1	0	NP12398	L	Non Injury	10:45	05-Nov-10	Friday	A830 RANOCHAN LOCH ELIT	WET	Good Repair	DRIVER ERROR	181820	782382	AT GIVEN TIME, DATE AND LOCUS VEH001 WAS TRAVELLING EASTBOUND WHEN HE FAILED TO NEGOTIATE A LEFT HAND BEND. HE CROSSED CARRIAGEWAY AND LEFT ROAD ON OFF-SIDE AND LANDED IN A LOCH. DRIVER ERROR.
1	0	NP12668	N	Non Injury	06:30	13-Nov-10	Saturday	A830 CALLOP RAILWAY BRIDGE	Raining	Good repair	DRIVER ERROR	192762	779548	

Appendix D

SCRIM SUMMARY

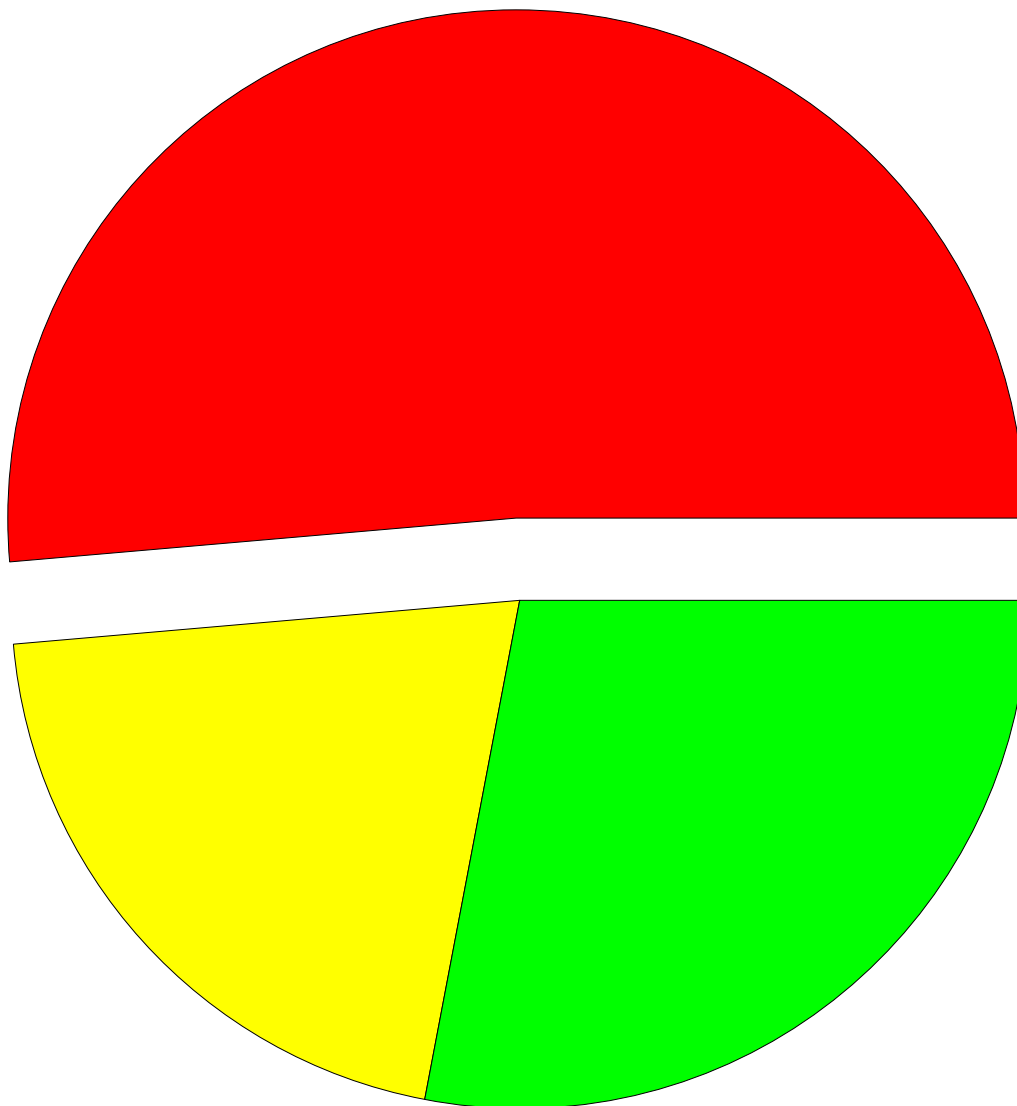
SCRIM SUMMARY SCRIM DEFICIENCY - A82, V1, ALL XSP

SCRIM Deficiency

■ Less than or equal to 0(51.38%) 16.44km.

■ Greater than 0.05(28.00%) 8.96km.

■ 0.01 to 0.05(20.63%) 6.6km.



A82 Tarbert to Inverarnan

Surveyed Network:32.0 km. Total Selected Lane Length:32.16 km. Nearside Lane Length:32.16 km.

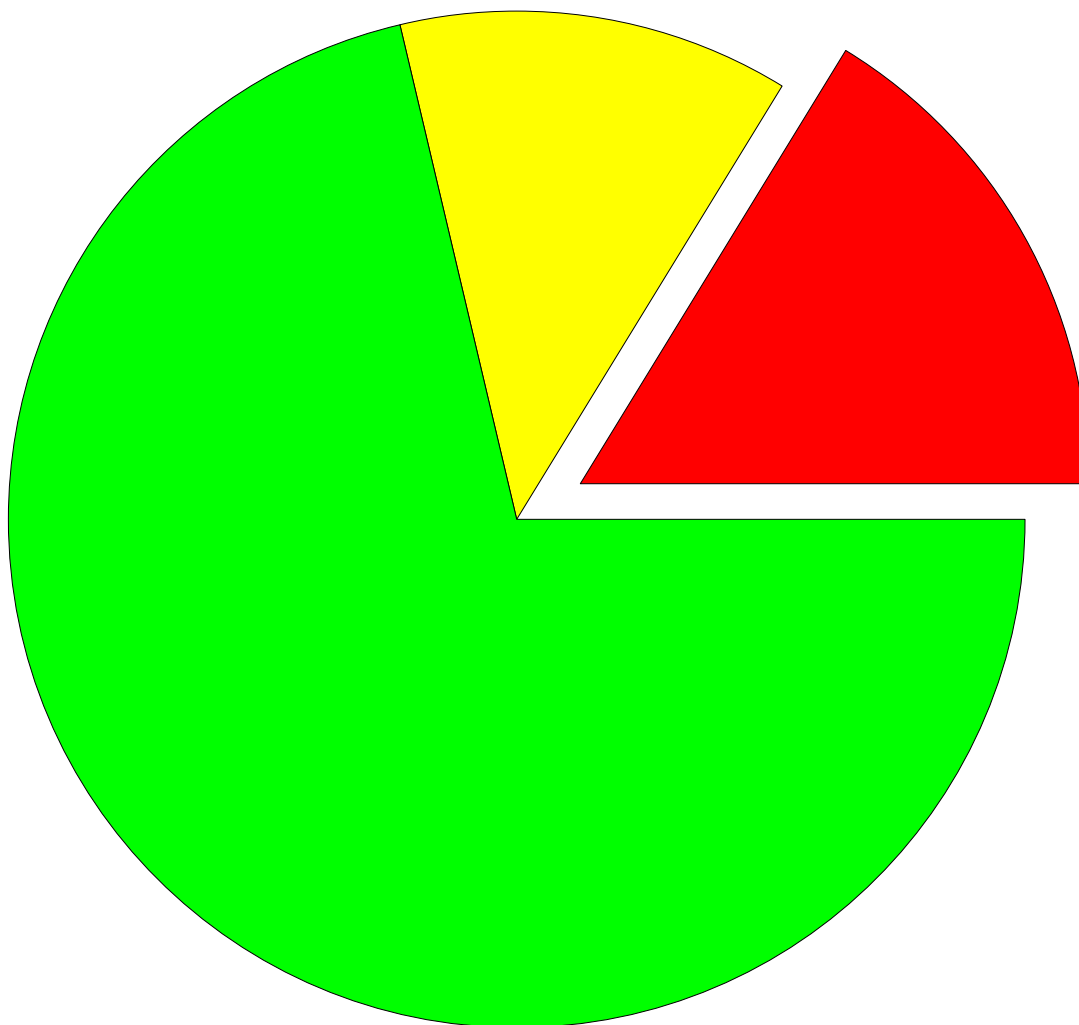
SCRIM SUMMARY SCRIM DEFICIENCY - A830, V1, ALL XSP

SCRIM Deficiency

Less than or equal to 0(16.25%) 21.26km.

Greater than 0.05(71.31%) 93.294km.

0.01 to 0.05(12.44%) 16.28km.



All A830 Route

Surveyed Network:130.834 km. Total Selected Lane Length:133.996 km. Nearside Lane Length:131.264 km.

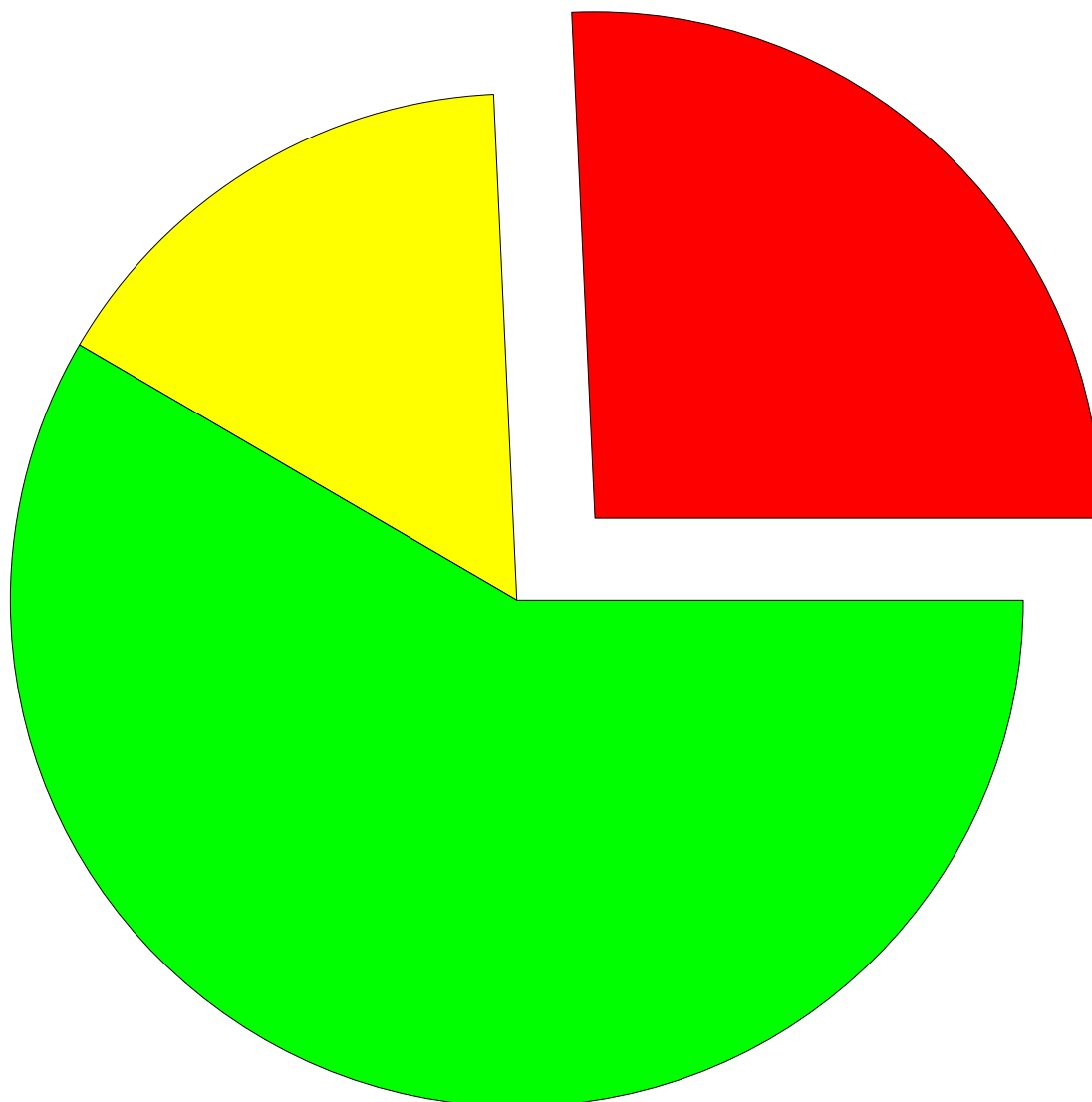
SCRIM SUMMARY SCRIM DEFICIENCY - A830, V1, ALL XSP

SCRIM Deficiency

Less than or equal to 0(25.73%) 7.56km.

Greater than 0.05(58.41%) 17.16km.

0.01 to 0.05(15.86%) 4.66km.



A830 Glenfinnan to Lochailort

Surveyed Network:29.38 km. Total Selected Lane Length:29.38 km. Nearside Lane Length:29.38 km.

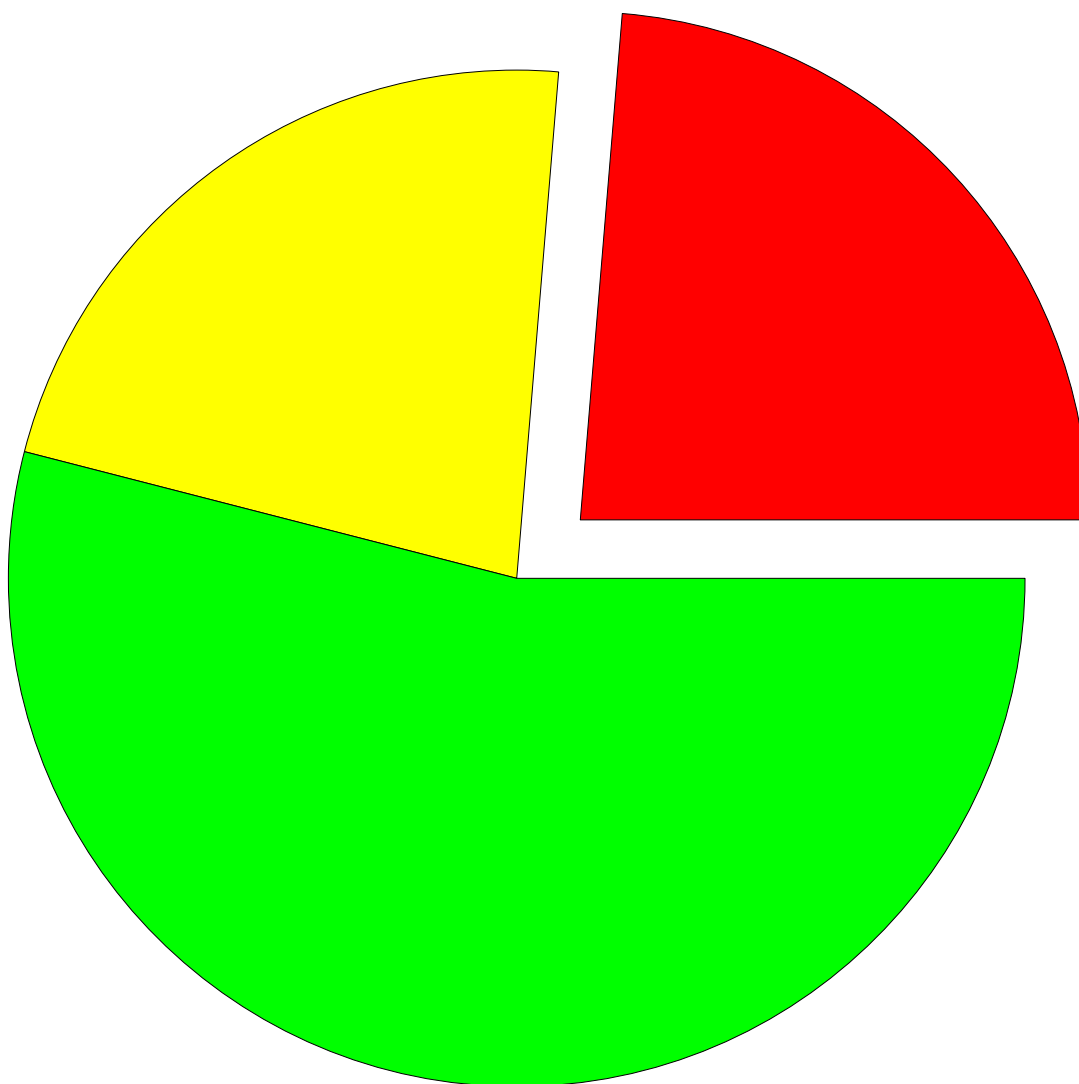
SCRIM SUMMARY SCRIM DEFICIENCY - A835, V1, ALL XSP

SCRIM Deficiency

■ Less than or equal to 0(23.68%) 37.35km.

■ Greater than 0.05(54.01%) 85.17km.

■ 0.01 to 0.05(22.31%) 35.18km.



A835 Route

Surveyed Network:157.7 km. Total Selected Lane Length:149.02 km. Nearside Lane Length:149.02 km.

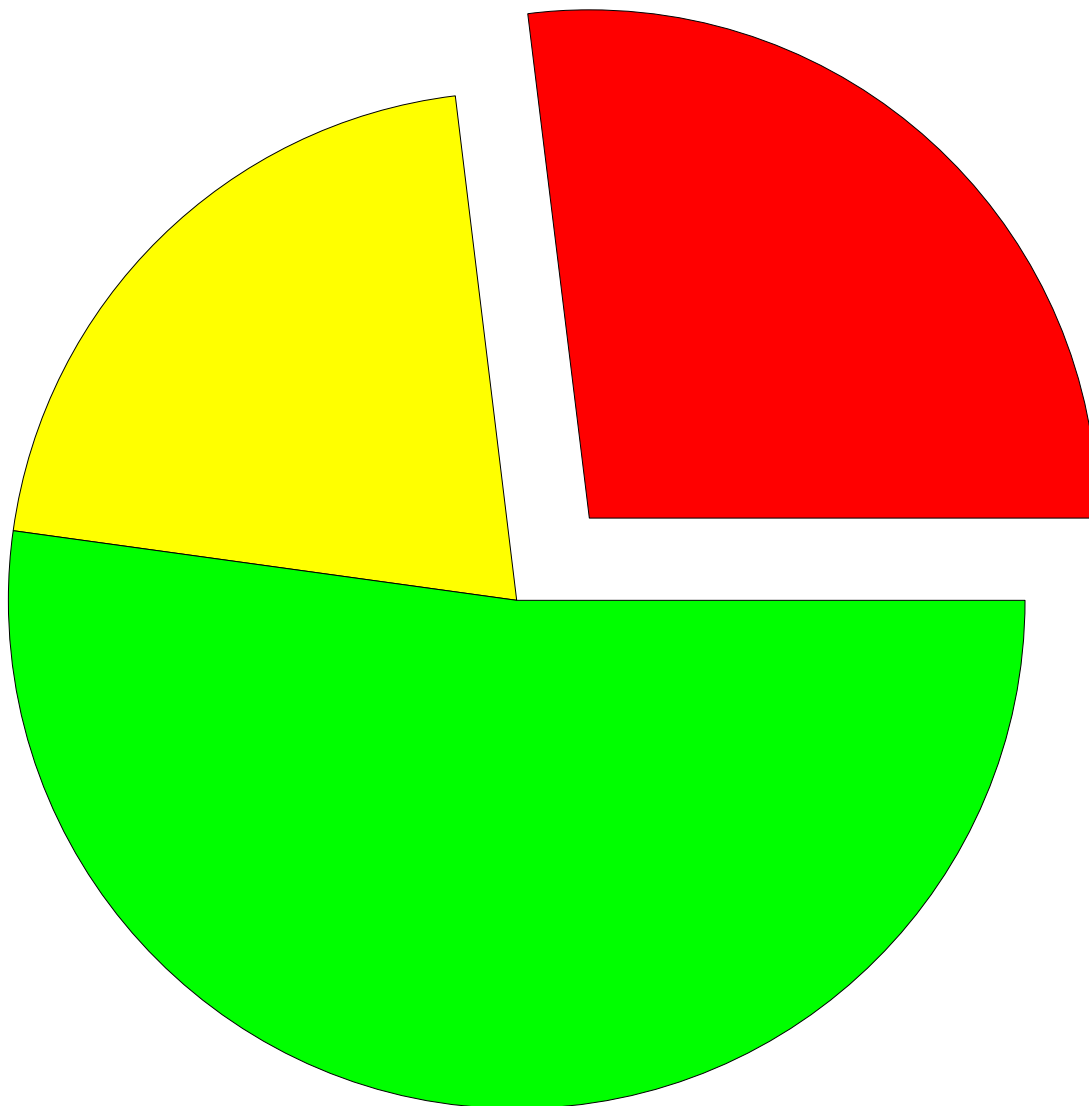
SCRIM SUMMARY SCRIM DEFICIENCY, V1, ALL XSP

SCRIM Deficiency

Less than or equal to 0(26.93%) 727.601km.

Greater than 0.05(52.19%) 1409.871km.

0.01 to 0.05(20.88%) 564.195km.



All North West Routes

Surveyed Network:2701.667 km. Total Selected Lane Length:2870.151 km. Nearside Lane Length:2736.533 km.

Appendix E

HD28 SECONDARY REPORTS (SAMPLES)

SCRIM Site Secondary Investigation Form

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Site Name	GLENFINNAN RLY BR TO RLY ACCESS GATE					
Road Name Details	A830 Fort William to Mallaig Trunk Road					
Location Details	Section Code	17208/35	Start Metre	60	End Metre	120
SCRIM Site Category Details	S2 - Bends radius <500m - single carriageway				Investigatory Level	0.50

Details from Preliminary Investigation				Additional Information from PMS					
MSSC	SCRIM Deficiency	Wet Crashes	Priority from Prel. Inv.	Texture	Surface Type	PSV	Surface Age	Traffic (AADF)	Total Crashes
0.38	-0.12	0	Priority 2	1	Other	65	3	1,965	0

Site Location		Yes	No	Comments
1	Is there clear visibility from all approaches to the site?	<input checked="" type="radio"/>	<input type="radio"/>	2. Site is located at change from derestriction to 40mph.
2	Is the posted speed appropriate for the site?	<input checked="" type="radio"/>	<input type="radio"/>	
3	Is the Site Category appropriate for the site?	<input checked="" type="radio"/>	<input type="radio"/>	
4	Are there multiple events?	<input type="radio"/>	<input checked="" type="radio"/>	
5	Is there evidence of crashes, i.e broken glass, damaged barriers and road furniture	<input type="radio"/>	<input checked="" type="radio"/>	

Road Layout		Yes	No	Comments
6	Is the geometry of site adequate?	<input checked="" type="radio"/>	<input type="radio"/>	7. Site is located at radius less than 500m.
7	Does the site contain a sharp bend?	<input checked="" type="radio"/>	<input type="radio"/>	
8	Is there any evidence of insufficient space, such as tyre tracks in the verge?	<input checked="" type="radio"/>	<input type="radio"/>	


Pavement and Surface Condition Data		Yes	No	Comments
9	Does the SCRIM data appear to represent the site?	<input type="radio"/>	<input checked="" type="radio"/>	9. Site appears to have been treated since review and upon inspection does not appear deficient.
10	Is the macrotexture adequate for the site?	<input checked="" type="radio"/>	<input type="radio"/>	


Visual Assessment of Pavement and Surface		Yes	No	Comments
11	Are low texture and low SCRIM in locations where vehicles have a specific need to decelerate?	<input checked="" type="radio"/>	<input type="radio"/>	11. Site located at bend and CR1 approach to 40mph zone for which vehicles may require to decelerate.
12	Is the surface contaminated, or is there evidence of previous contamination?	<input type="radio"/>	<input checked="" type="radio"/>	
13	Are there any major ruts that could create water ponding?	<input type="radio"/>	<input checked="" type="radio"/>	
14	Are there high levels of roughness/poor longitudinal profile that could affect vehicle handling?	<input type="radio"/>	<input checked="" type="radio"/>	
15	Are there any other defects such as potholes, major cracks, etc that could affect vehicle handling?	<input type="radio"/>	<input checked="" type="radio"/>	
16	Is the site adequately drained?	<input checked="" type="radio"/>	<input type="radio"/>	

Road Users		Yes	No	Comments
17	Is the site likely to have a high percentage of heavy vehicles?	<input type="radio"/>	<input checked="" type="radio"/>	
18	Is access to and from site confusing to road users?	<input type="radio"/>	<input checked="" type="radio"/>	
19	Is the site likely to have vulnerable road users (pedestrians, cyclists, motorcyclists, etc.)?	<input type="radio"/>	<input checked="" type="radio"/>	

Visibility		Yes	No	Comments
20	Are traffic signals, signs, markings appropriate in all conditions?	<input checked="" type="radio"/>	<input type="radio"/>	21. Red slow banner at change to 40mph is worn.
21	Are traffic signals, signs, markings clearly visible to vehicles?	<input type="radio"/>	<input checked="" type="radio"/>	
21	Do approaches (Including side roads) have adequate site distances?	<input checked="" type="radio"/>	<input type="radio"/>	

Investigator's Recommendation	
Correct the site category and set appropriate IL for the site	<input type="checkbox"/>
Treatment to improve the skid resistance	<input type="checkbox"/>
Safety treatment other than improving the skid resistance eg markings, signs, etc	<input type="checkbox"/>
Routine maintenance	<input checked="" type="checkbox"/>
No further action, provide reasons	<input type="checkbox"/>
Description of Investigator's recommendation	
<p>Surface is in good condition, visibility and layout are adequate. No surface treatment is recommended at present. Slow banner on entry to 40mph is worn and should be considered for renewal.</p>	

Slippery When Wet Signs			
Are slippery road signs required:	Yes	No	Comments
	<input type="radio"/>	<input checked="" type="radio"/>	
Name of Investigator	Signature		Date
Michael Francis	 <p>Digitally signed by Michael Francis DN: cn=Michael Francis, c=GB, o=Scotland Transerv, ou=Perth, email=michael. francis@scotland.transerv.co.uk Date: 2010.07.22 14:07:50 +01'00'</p>		19-07-2010

Description of approved outcome from Secondary Investigation (if different to above)		
<p></p>		
Name of Authorised Signatory	Signature	Date
Stuart Guthrie	 <p>Digitally signed by Stuart Guthrie DN: cn=Stuart Guthrie, c=GB, o=Scotland Transerv, ou=Perth, email=stuart.guthrie@scotland.transerv.co.uk Reason: I am approving this document Location: Perth Date: 2010.08.18 15:30:28 +01'00'</p>	18-08-2010

Site Name: GLENFINNAN RLY BR TO RLY ACCESS GATE
Road Name: A830
Start Metre: 60

Section Code: 17208/35
End Metre: 120



Photo 1: CL1 approach to bend and derestriction



Photo 2: CL1 exit from bend



Photo 3: CR1 approach to bend and 40mph zone



Photo 4: Worn 40mph banner on entry to restriction

SCRIM Site Secondary Investigation Form

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Site Name	GLENFINNAN RLY BR TO RLY ACCESS GATE						
Road Name Details	A830 Fort William to Mallaig Trunk Road						
Location Details	Section Code	17208/35	Start Metre	720	End Metre	820	
SCRIM Site Category Details	S2 - Bends radius <500m - single carriageway				Investigatory Level	0.50	

Details from Preliminary Investigation				Additional Information from PMS					
MSSC	SCRIM Deficiency	Wet Crashes	Priority from Prel. Inv.	Texture	Surface Type	PSV	Surface Age	Traffic (AADF)	Total Crashes
0.4	-0.1	0	Priority 2	1.24	TSC	?	22	1,965	0

Site Location		Yes	No	Comments
1	Is there clear visibility from all approaches to the site?	<input checked="" type="radio"/>	<input type="radio"/>	
2	Is the posted speed appropriate for the site?	<input checked="" type="radio"/>	<input type="radio"/>	
3	Is the Site Category appropriate for the site?	<input checked="" type="radio"/>	<input type="radio"/>	
4	Are there multiple events?	<input type="radio"/>	<input checked="" type="radio"/>	
5	Is there evidence of crashes, i.e broken glass, damaged barriers and road furniture	<input type="radio"/>	<input checked="" type="radio"/>	

Road Layout		Yes	No	Comments
6	Is the geometry of site adequate?	<input checked="" type="radio"/>	<input type="radio"/>	8. Edge over run on both sides of road.
7	Does the site contain a sharp bend?	<input checked="" type="radio"/>	<input type="radio"/>	
8	Is there any evidence of insufficient space, such as tyre tracks in the verge?	<input checked="" type="radio"/>	<input type="radio"/>	


Pavement and Surface Condition Data		Yes	No	Comments
9	Does the SCRIM data appear to represent the site?	<input checked="" type="radio"/>	<input type="radio"/>	
10	Is the macrotexture adequate for the site?	<input checked="" type="radio"/>	<input type="radio"/>	


Visual Assessment of Pavement and Surface		Yes	No	Comments
11	Are low texture and low SCRIM in locations where vehicles have a specific need to decelerate?	<input type="radio"/>	<input checked="" type="radio"/>	13. Localised sinking and rutting on CR1. 15. Patches of roughness on both sides of carriageway.
12	Is the surface contaminated, or is there evidence of previous contamination?	<input type="radio"/>	<input checked="" type="radio"/>	
13	Are there any major ruts that could create water ponding?	<input checked="" type="radio"/>	<input type="radio"/>	
14	Are there high levels of roughness/poor longitudinal profile that could affect vehicle handling?	<input type="radio"/>	<input checked="" type="radio"/>	
15	Are there any other defects such as potholes, major cracks, etc that could affect vehicle handling?	<input type="radio"/>	<input checked="" type="radio"/>	
16	Is the site adequately drained?	<input checked="" type="radio"/>	<input type="radio"/>	

Road Users		Yes	No	Comments
17	Is the site likely to have a high percentage of heavy vehicles?	<input type="radio"/>	<input checked="" type="radio"/>	19. Motorcyclists
18	Is access to and from site confusing to road users?	<input type="radio"/>	<input checked="" type="radio"/>	
19	Is the site likely to have vulnerable road users (pedestrians, cyclists, motorcyclists, etc.)?	<input checked="" type="radio"/>	<input type="radio"/>	

Visibility		Yes	No	Comments
20	Are traffic signals, signs, markings appropriate in all conditions?	<input checked="" type="radio"/>	<input type="radio"/>	
21	Are traffic signals, signs, markings clearly visible to vehicles?	<input checked="" type="radio"/>	<input type="radio"/>	
21	Do approaches (Including side roads) have adequate site distances?	<input checked="" type="radio"/>	<input type="radio"/>	

Investigator's Recommendation	
Correct the site category and set appropriate IL for the site	<input type="checkbox"/>
Treatment to improve the skid resistance	<input type="checkbox"/>
Safety treatment other than improving the skid resistance eg markings, signs, etc	<input type="checkbox"/>
Routine maintenance	<input checked="" type="checkbox"/>
No further action, provide reasons	<input type="checkbox"/>
Description of Investigator's recommendation	
It is recommended that the area of sinking and the areas of roughness are patched.	

Slippery When Wet Signs			
Are slippery road signs required:	Yes	No	Comments
	<input type="radio"/>	<input checked="" type="radio"/>	
Name of Investigator	Signature		Date
Richard Taylor	 <small>Digitally signed by Richard Taylor DN: cn=Richard Taylor, o=Scotland Transerv, ou=Perth, email=Richard.taylor@scotland.transerv.co.uk, c=GB Date: 2010.07.22 14:53:53 +01'00'</small>		19-07-2010

Description of approved outcome from Secondary Investigation (if different to above)		
Name of Authorised Signatory	Signature	Date
Stuart Guthrie	 <small>Digitally signed by Stuart Guthrie DN: cn=Stuart Guthrie, c=GB, o=Scotland Transerv, ou=Perth, email=stuart.guthrie@scotland.transerv.co.uk Reason: I am approving this document Location: Perth Date: 2010.08.18 15:22:02 +01'00'</small>	18-08-2010

Site Name: GLENFINNAN RLY BR TO RLY ACCESS GATE
Road Name: A830
Start Metre: 720

Section Code: 17280/35
End Metre: 820



CL1 approach to bend



Roughness on CL1 at beginning of bend



CL1 roughness



CR1 edge over run at approach to bend



CR1 roughness



CR1 area of sinking in wheel track

SCRIM Site Secondary Investigation Form

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Site Name	BR E. OF LOCH EILT TO BOATSHED W. L.EILT					
Road Name Details	A830 Fort William to Mallaig Trunk Road					
Location Details	Section Code	17208/60	Start Metre	2,100	End Metre	2,200
SCRIM Site Category Details	S2 - Bends radius <500m - single carriageway				Investigatory Level	0.50

Details from Preliminary Investigation				Additional Information from PMS					
MSSC	SCRIM Deficiency	Wet Crashes	Priority from Prel. Inv.	Texture	Surface Type	PSV	Surface Age	Traffic (AADF)	Total Crashes
0.4	-0.1	0	Priority 2	0.76	?	?	22	1,264	0

Site Location		Yes	No	Comments
1	Is there clear visibility from all approaches to the site?	<input checked="" type="radio"/>	<input type="radio"/>	
2	Is the posted speed appropriate for the site?	<input checked="" type="radio"/>	<input type="radio"/>	
3	Is the Site Category appropriate for the site?	<input checked="" type="radio"/>	<input type="radio"/>	
4	Are there multiple events?	<input type="radio"/>	<input checked="" type="radio"/>	
5	Is there evidence of crashes, i.e broken glass, damaged barriers and road furniture	<input type="radio"/>	<input checked="" type="radio"/>	

Road Layout		Yes	No	Comments
6	Is the geometry of site adequate?	<input checked="" type="radio"/>	<input type="radio"/>	7. Site located at bend with a radius less than 500m. 8. Edge over run apparent on CL1. CR1 kerbed, there is no evidence of this being hit or mounted.
7	Does the site contain a sharp bend?	<input checked="" type="radio"/>	<input type="radio"/>	
8	Is there any evidence of insufficient space, such as tyre tracks in the verge?	<input checked="" type="radio"/>	<input type="radio"/>	


Pavement and Surface Condition Data		Yes	No	Comments
9	Does the SCRIM data appear to represent the site?	<input checked="" type="radio"/>	<input type="radio"/>	
10	Is the macrotexture adequate for the site?	<input checked="" type="radio"/>	<input type="radio"/>	

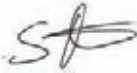
Visual Assessment of Pavement and Surface		Yes	No	Comments
11	Are low texture and low SCRIM in locations where vehicles have a specific need to decelerate?	<input checked="" type="radio"/>	<input type="radio"/>	11. Low SCRIM values are located at tight bend for which vehicles may require to decelerate. 14. Significant areas of roughness through out site. 15. Cracking on and around patches in both CL1 and CR1.
12	Is the surface contaminated, or is there evidence of previous contamination?	<input type="radio"/>	<input checked="" type="radio"/>	
13	Are there any major ruts that could create water ponding?	<input type="radio"/>	<input checked="" type="radio"/>	
14	Are there high levels of roughness/poor longitudinal profile that could affect vehicle handling?	<input checked="" type="radio"/>	<input type="radio"/>	
15	Are there any other defects such as potholes, major cracks, etc that could affect vehicle handling?	<input checked="" type="radio"/>	<input type="radio"/>	
16	Is the site adequately drained?	<input checked="" type="radio"/>	<input type="radio"/>	

Road Users		Yes	No	Comments
17	Is the site likely to have a high percentage of heavy vehicles?	<input type="radio"/>	<input checked="" type="radio"/>	
18	Is access to and from site confusing to road users?	<input type="radio"/>	<input checked="" type="radio"/>	
19	Is the site likely to have vulnerable road users (pedestrians, cyclists, motorcyclists, etc.)?	<input type="radio"/>	<input checked="" type="radio"/>	

Visibility		Yes	No	Comments
20	Are traffic signals, signs, markings appropriate in all conditions?	<input checked="" type="radio"/>	<input type="radio"/>	
21	Are traffic signals, signs, markings clearly visible to vehicles?	<input checked="" type="radio"/>	<input type="radio"/>	
21	Do approaches (Including side roads) have adequate site distances?	<input checked="" type="radio"/>	<input type="radio"/>	

Investigator's Recommendation	
Correct the site category and set appropriate IL for the site	<input type="checkbox"/>
Treatment to improve the skid resistance	<input checked="" type="checkbox"/>
Safety treatment other than improving the skid resistance eg markings, signs, etc	<input type="checkbox"/>
Routine maintenance	<input type="checkbox"/>
No further action, provide reasons	<input type="checkbox"/>
Description of Investigator's recommendation	
<p>It is recommended that a treatment to remedy defects and if possible provide a uniform surface through out the site is considered.</p>	

Slippery When Wet Signs			
Are slippery road signs required:	Yes	No	Comments
	<input checked="" type="radio"/>	<input type="radio"/>	Due to surface defects it is recommended that implementing signs is considered.
Name of Investigator	Signature		Date
Michael Francis	 <p>Digitally signed by Michael Francis DN: cn=Michael Francis, c=GB, o=Scotland Transerv, ou=Perth, email=michael. francis@scotland.transerv.co.uk Date: 2010.07.22 14:42:09 +01'00'</p>		19-07-2010

Description of approved outcome from Secondary Investigation (if different to above)		
<p></p>		
Name of Authorised Signatory	Signature	Date
Stuart Guthrie	 <p>Digitally signed by Stuart Guthrie DN: cn=Stuart Guthrie, c=GB, o=Scotland Transerv, ou=Perth, email=stuart.guthrie@scotland.transerv.co.uk Reason: I am approving this document Location: Perth Date: 2010.08.18 15:29:34 +01'00'</p>	18-08-2010

Site Name: BR E. OF LOCH EILT TO BOATSHED W. L.EILT
Road Name: A830
Start Metre: 2100

Section Code: 17208/60
End Metre: 2200



Photo 1: CL1 at eastern extent of site

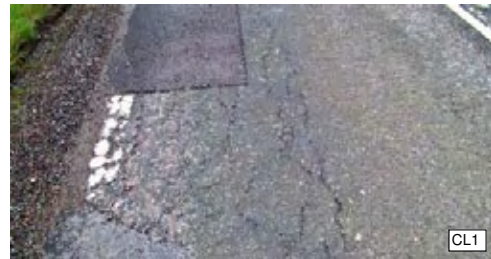


Photo 2: Cracking around patches at CL1 edge



Photo 3: CL1 view through bend



Photo 4: CR1 at western extent of site



Photo 5: Various patches, some of which have deteriorated, providing an uneven surface of different materials



Photo 6: Deterioration of seam on previous repairs on CR1



Photo 7: CR1 exit from bend

Appendix F

SITE VISUAL INSPECTION RECORDS

SCRIM Site Secondary Investigation Form

[Reset Form](#)
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Site Name	A830 Ailort Bridge and The Boathouse					
Road Name Details	A830 Fort William to Mallaig Trunk Road					
Location Details	Start Section Code	17208/90	Start Metre (m)	180	End Metre (m)	290
Location Details	End Section Code	17208/90	Site Length (m)	90	XSP	All
SCRIM Site Category Details	S2 - Bends radius <500m - single carriageway				Investigatory Level	0.50

Details from Preliminary Investigation				Additional Information from PMS					
MSSC	SCRIM Deficiency	Wet Crashes	Priority from Prel. Inv.	Texture	Surface Type	PSV	Surface Age	Traffic (AADF)	Total Crashes
0.35	-0.15				TSC	?			

Additional Information

Site investigation carried out in very poor weather conditions

Site Location		Yes	No	Comments
1	Is there clear visibility from all approaches to the site?	<input checked="" type="radio"/>	<input type="radio"/>	5 - Various car parts in and on verges / marks on safety barrier
2	Is the posted speed appropriate for the site?	<input checked="" type="radio"/>	<input type="radio"/>	
3	Is the Site Category appropriate for the site?	<input checked="" type="radio"/>	<input type="radio"/>	
4	Are there multiple events?	<input type="radio"/>	<input checked="" type="radio"/>	
5	Is there evidence of crashes, i.e broken glass, damaged barriers and road furniture	<input checked="" type="radio"/>	<input type="radio"/>	

Road Layout		Yes	No	Comments
6	Is the geometry of site adequate?	<input type="radio"/>	<input checked="" type="radio"/>	6 - Some adverse camber within the site investigated 8 - Evidence of edge overrun on verges on straight section between Site 2 and Site 1
7	Does the site contain a sharp bend?	<input checked="" type="radio"/>	<input type="radio"/>	
8	Is there any evidence of insufficient space, such as tyre tracks in the verge?	<input checked="" type="radio"/>	<input type="radio"/>	


Pavement and Surface Condition Data		Yes	No	Comments
9	Does the SCRIM data appear to represent the site?	<input checked="" type="radio"/>	<input type="radio"/>	
10	Is the macrotexture adequate for the site?	<input checked="" type="radio"/>	<input type="radio"/>	

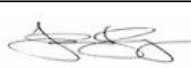
Visual Assessment of Pavement and Surface		Yes	No	Comments
11	Are low texture and low SCRIM in locations where vehicles have a specific need to decelerate?	<input type="radio"/>	<input checked="" type="radio"/>	16 - Site would benefit from some extra drainage grips
12	Is the surface contaminated, or is there evidence of previous contamination?	<input type="radio"/>	<input checked="" type="radio"/>	
13	Are there any major ruts that could create water ponding?	<input type="radio"/>	<input checked="" type="radio"/>	
14	Are there high levels of roughness/poor longitudinal profile that could affect vehicle handling?	<input type="radio"/>	<input checked="" type="radio"/>	
15	Are there any other defects such as potholes, major cracks, etc that could affect vehicle handling?	<input type="radio"/>	<input checked="" type="radio"/>	
16	Is the site adequately drained?	<input checked="" type="radio"/>	<input type="radio"/>	

Road Users		Yes	No	Comments
17	Is the site likely to have a high percentage of heavy vehicles?	<input type="radio"/>	<input checked="" type="radio"/>	19- This is a tourist route and may have cyclists although none were observed at the time of the survey
18	Is access to and from site confusing to road users?	<input type="radio"/>	<input checked="" type="radio"/>	
19	Is the site likely to have vulnerable road users (pedestrians, cyclists, motorcyclists, etc.)?	<input checked="" type="radio"/>	<input type="radio"/>	

Visibility		Yes	No	Comments
20	Are traffic signals, signs, markings appropriate in all conditions?	<input type="radio"/>	<input type="radio"/>	21. Site would benefit from extra bend chevron (See attached)
21	Are traffic signals, signs, markings clearly visible to vehicles?	<input type="radio"/>	<input type="radio"/>	
21	Do approaches (Including side roads) have adequate sight distances?	<input type="radio"/>	<input type="radio"/>	

Investigator's Recommendation	
Correct the site category and set appropriate IL for the site	<input type="checkbox"/>
Treatment to improve the skid resistance	<input type="checkbox"/>
Safety treatment other than improving the skid resistance eg markings, signs, etc	<input checked="" type="checkbox"/>
Routine maintenance	<input checked="" type="checkbox"/>
No further action, provide reasons	<input type="checkbox"/>
Description of Investigator's recommendation	
<p>Add an extra chevron to warn of bend with double apex.</p> <p>It is understood that the survey was carried out in extremely adverse conditions, however, the site would still benefit from maintenance to the existing drainage grips and some additional ones also.</p> <p>Rock face is highly intrusive and could cause vehicles to move into centre of the carriageway.</p> <p>Large articulated vehicles seen moving over centre line into opposite carriageway.</p>	

Slippery When Wet Signs			
Are slippery road signs required:	Yes	No	Comments
	<input type="radio"/>	<input type="radio"/>	
Name of Investigator	Signature		Date
Stuart Guthrie	 <div> <small>Digitally signed by Stuart Guthrie DN: cn=Stuart Guthrie, c=GB, o=Scotland TransServ, ou=Perth, email=stuart.guthrie@scotland.transerv.co.uk Reason: I am the author of this document Location: Perth Date: 2011.09.28 08:09:23 +01'00'</small> </div>		12-09-2011

Description of approved outcome from Secondary Investigation (if different to above)		
Name of Authorised Signatory	Signature	Date
John Wrigley	 <div> <small>Reason: I am approving this document Location: Perth Date: 2011.11.18 09:48:35 Z</small> </div>	18-11-2011

Road Name: A830
Site Name: A830 Investigation site 1
Start Metre: 180m

Section Code: 17208/90
End Metre: 290m



Photo 1 - View eastbound from CL1 up to site. Some edge overrun.



Photo 2 - View Eastbound on CL1 to bends prior to site



Photo 3 - CL1 - View of edge overrun further down site



Photo 4 - CR1 - Recommended location of extra chevron



Photo 5 - CL1 Accident debris on edge of carriageway and water crossing both lanes



Photo 6 - Some HGV's seen to cross centreline and showing obtrusive rocks.

SCRIM Site Secondary Investigation Form

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Site Name	A830 Craiglea (Control)					
Road Name Details	A830 Fort William to Mallaig Trunk Road					
Location Details	Start Section Code	17208/90	Start Metre (m)	600	End Metre (m)	780
Location Details	End Section Code	17208/90	Site Length (m)	180	xSP	All
SCRIM Site Category Details	S2 - Bends radius <500m - single carriageway				Investigatory Level	0.50

Details from Preliminary Investigation				Additional Information from PMS					
MSSC	SCRIM Deficiency	Wet Crashes	Priority from Prel. Inv.	Texture	Surface Type	PSV	Surface Age	Traffic (AADF)	Total Crashes
0.35	-0.15				TSC	?			

Additional Information

Site investigation carried out in very poor weather conditions

Site Location		Yes	No	Comments
1	Is there clear visibility from all approaches to the site?	<input checked="" type="radio"/>	<input type="radio"/>	4- Private access on E/B Exit of bend (Approx Ch 600) 5 - Evidence of recent incident near to the access described above
2	Is the posted speed appropriate for the site?	<input checked="" type="radio"/>	<input type="radio"/>	
3	Is the Site Category appropriate for the site?	<input checked="" type="radio"/>	<input type="radio"/>	
4	Are there multiple events?	<input checked="" type="radio"/>	<input type="radio"/>	
5	Is there evidence of crashes, i.e broken glass, damaged barriers and road furniture	<input checked="" type="radio"/>	<input type="radio"/>	

Road Layout		Yes	No	Comments
6	Is the geometry of site adequate?	<input checked="" type="radio"/>	<input type="radio"/>	8 - Evidence of edge overrun on verges
7	Does the site contain a sharp bend?	<input checked="" type="radio"/>	<input type="radio"/>	
8	Is there any evidence of insufficient space, such as tyre tracks in the verge?	<input checked="" type="radio"/>	<input type="radio"/>	


Pavement and Surface Condition Data		Yes	No	Comments
9	Does the SCRIM data appear to represent the site?	<input checked="" type="radio"/>	<input type="radio"/>	9 - Different aggregate on either side of the carriageway
10	Is the macrotexture adequate for the site?	<input checked="" type="radio"/>	<input type="radio"/>	

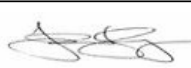
Visual Assessment of Pavement and Surface		Yes	No	Comments
11	Are low texture and low SCRIM in locations where vehicles have a specific need to decelerate?	<input type="radio"/>	<input checked="" type="radio"/>	16 - Site would benefit from some extra drainage grips
12	Is the surface contaminated, or is there evidence of previous contamination?	<input type="radio"/>	<input checked="" type="radio"/>	
13	Are there any major ruts that could create water ponding?	<input type="radio"/>	<input checked="" type="radio"/>	
14	Are there high levels of roughness/poor longitudinal profile that could affect vehicle handling?	<input type="radio"/>	<input checked="" type="radio"/>	
15	Are there any other defects such as potholes, major cracks, etc that could affect vehicle handling?	<input type="radio"/>	<input checked="" type="radio"/>	
16	Is the site adequately drained?	<input checked="" type="radio"/>	<input type="radio"/>	

Road Users		Yes	No	Comments
17	Is the site likely to have a high percentage of heavy vehicles?	<input type="radio"/>	<input checked="" type="radio"/>	19- This is a tourist route and may have cyclists although none were observed at the time of the survey
18	Is access to and from site confusing to road users?	<input type="radio"/>	<input checked="" type="radio"/>	
19	Is the site likely to have vulnerable road users (pedestrians, cyclists, motorcyclists, etc.)?	<input checked="" type="radio"/>	<input type="radio"/>	

Visibility		Yes	No	Comments
20	Are traffic signals, signs, markings appropriate in all conditions?	<input checked="" type="radio"/>	<input type="radio"/>	
21	Are traffic signals, signs, markings clearly visible to vehicles?	<input checked="" type="radio"/>	<input type="radio"/>	
21	Do approaches (Including side roads) have adequate sight distances?	<input checked="" type="radio"/>	<input type="radio"/>	

Investigator's Recommendation	
Correct the site category and set appropriate IL for the site	<input type="checkbox"/>
Treatment to improve the skid resistance	<input type="checkbox"/>
Safety treatment other than improving the skid resistance eg markings, signs, etc	<input checked="" type="checkbox"/>
Routine maintenance	<input checked="" type="checkbox"/>
No further action, provide reasons	<input type="checkbox"/>
Description of Investigator's recommendation	
<p>Site would benefit from removal of overhanging vegetation It is understood that the survey was carried out in extremely adverse conditions, however, the site would still benefit from maintenance to the existing drainage grips and some additional ones also.</p>	

Slippery When Wet Signs			
Are slippery road signs required:	Yes	No	Comments
	<input checked="" type="radio"/>	<input type="radio"/>	
Name of Investigator	Signature		Date
Stuart Guthrie	 <small>Digitally signed by Stuart Guthrie DN: cn=Stuart Guthrie, c=GB, o=Scotland TransServ, ou=Perth, email=stuart.guthrie@scotland.transerv.co.uk Location: Perth Date: 2011.11.18 09:51:40 Z</small>		12-09-2011

Description of approved outcome from Secondary Investigation (if different to above)		
Name of Authorised Signatory	Signature	Date
John Wrigley	 <small>Location: Perth Date: 2011.11.18 09:52:02 Z</small>	18-11-2011

Road Name: A830
Site Name: A830 Investigation Site 2 (Control)
Start Metre: 600m

Section Code: 17208/90
End Metre: 780m



Photo 1 - View eastbound from CL1. Site well marked and bend indicated well



Photo 2 - Fence to edge of culvert

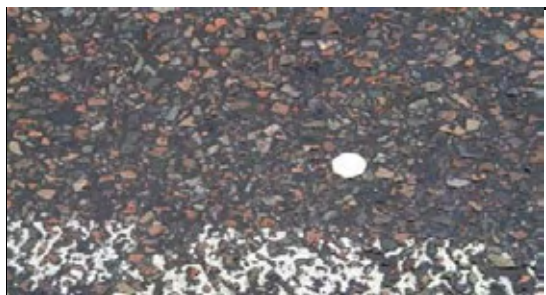


Photo 3 - Texture and Carrigeway in good condition



Photo 4 - CR1 - Site of recent vehicle leaving carrigeway and private access after bend



Photo 5 - Looking Eastbound towards site 1. Showing two different materials in each lane

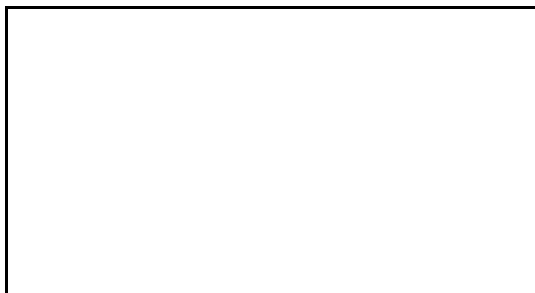


Photo 6 - Empty road surface

SCRIM Site Secondary Investigation Form

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Site Name	A830 Tunnel Bends					
Road Name Details	A830 Fort William to Mallaig Trunk Road					
Location Details	Start Section Code	17208/50	Start Metre (m)	130	End Metre (m)	190
Location Details	End Section Code	17208/50	Site Length (m)	60	xSP	All
SCRIM Site Category Details	S2 - Bends radius <500m - single carriageway				Investigatory Level	0.50

Details from Preliminary Investigation				Additional Information from PMS					
MSSC	SCRIM Deficiency	Wet Crashes	Priority from Prel. Inv.	Texture	Surface Type	PSV	Surface Age	Traffic (AADF)	Total Crashes
0.35	-0.15				HFS	HFS			

Additional Information

Site investigation carried out in very poor weather conditions

Site Location		Yes	No	Comments
1	Is there clear visibility from all approaches to the site?	<input checked="" type="radio"/>	<input type="radio"/>	2- 60mph is not appropriate for this site 5 - Evidence of incidents with marks on safety barrier
2	Is the posted speed appropriate for the site?	<input type="radio"/>	<input checked="" type="radio"/>	
3	Is the Site Category appropriate for the site?	<input checked="" type="radio"/>	<input type="radio"/>	
4	Are there multiple events?	<input type="radio"/>	<input checked="" type="radio"/>	
5	Is there evidence of crashes, i.e broken glass, damaged barriers and road furniture	<input checked="" type="radio"/>	<input type="radio"/>	

Road Layout		Yes	No	Comments
6	Is the geometry of site adequate?	<input checked="" type="radio"/>	<input type="radio"/>	8 - Evidence of edge overrun on verges
7	Does the site contain a sharp bend?	<input checked="" type="radio"/>	<input type="radio"/>	
8	Is there any evidence of insufficient space, such as tyre tracks in the verge?	<input checked="" type="radio"/>	<input type="radio"/>	


Pavement and Surface Condition Data		Yes	No	Comments
9	Does the SCRIM data appear to represent the site?	<input checked="" type="radio"/>	<input type="radio"/>	
10	Is the macrotexture adequate for the site?	<input checked="" type="radio"/>	<input type="radio"/>	

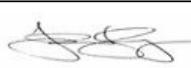
Visual Assessment of Pavement and Surface		Yes	No	Comments
11	Are low texture and low SCRIM in locations where vehicles have a specific need to decelerate?	<input type="radio"/>	<input checked="" type="radio"/>	
12	Is the surface contaminated, or is there evidence of previous contamination?	<input type="radio"/>	<input checked="" type="radio"/>	
13	Are there any major ruts that could create water ponding?	<input type="radio"/>	<input checked="" type="radio"/>	
14	Are there high levels of roughness/poor longitudinal profile that could affect vehicle handling?	<input type="radio"/>	<input checked="" type="radio"/>	
15	Are there any other defects such as potholes, major cracks, etc that could affect vehicle handling?	<input type="radio"/>	<input checked="" type="radio"/>	
16	Is the site adequately drained?	<input checked="" type="radio"/>	<input type="radio"/>	16 - Site would benefit from some extra drainage grips

Road Users		Yes	No	Comments
17	Is the site likely to have a high percentage of heavy vehicles?	<input type="radio"/>	<input checked="" type="radio"/>	19- This is a tourist route and may have cyclists although none were observed at the time of the survey
18	Is access to and from site confusing to road users?	<input type="radio"/>	<input checked="" type="radio"/>	
19	Is the site likely to have vulnerable road users (pedestrians, cyclists, motorcyclists, etc.)?	<input checked="" type="radio"/>	<input type="radio"/>	

Visibility		Yes	No	Comments
20	Are traffic signals, signs, markings appropriate in all conditions?	<input checked="" type="radio"/>	<input type="radio"/>	
21	Are traffic signals, signs, markings clearly visible to vehicles?	<input checked="" type="radio"/>	<input type="radio"/>	
21	Do approaches (Including side roads) have adequate sight distances?	<input checked="" type="radio"/>	<input type="radio"/>	

Investigator's Recommendation	
Correct the site category and set appropriate IL for the site	<input type="checkbox"/>
Treatment to improve the skid resistance	<input type="checkbox"/>
Safety treatment other than improving the skid resistance eg markings, signs, etc	<input checked="" type="checkbox"/>
Routine maintenance	<input checked="" type="checkbox"/>
No further action, provide reasons	<input type="checkbox"/>
Description of Investigator's recommendation	
<p>Site would benefit from removal of overhanging vegetation It is understood that the survey was carried out in extremely adverse conditions, however, the site would still benefit from maintenance to the existing drainage grips and some additional ones also.</p>	

Slippery When Wet Signs			
Are slippery road signs required:	Yes	No	Comments
	<input checked="" type="radio"/>	<input type="radio"/>	
Name of Investigator	Signature		Date
Stuart Guthrie	 <div> Digitally signed by Stuart Guthrie DN: cn=Stuart Guthrie, c=GB, o=Scotland TransServ, ou=Perth, email=stuart.guthrie@scotland.transerv.co.uk Location: Perth Date: 2011.11.18 09:50:30 Z </div>		12-09-2011

Description of approved outcome from Secondary Investigation (if different to above)		
Name of Authorised Signatory	Signature	Date
John Wrigley	 <div> Location: Perth Date: 2011.11.18 09:50:51 Z </div>	18-11-2011

Road Name: A830
Site Name: A830 Investigation Site 3
Start Metre: 130m

Section Code: 17208/50
End Metre: 190m



Photo 1 - View Westbound from CL1. Bend indicated well



Photo 2 - View Eastbound on approach to bend



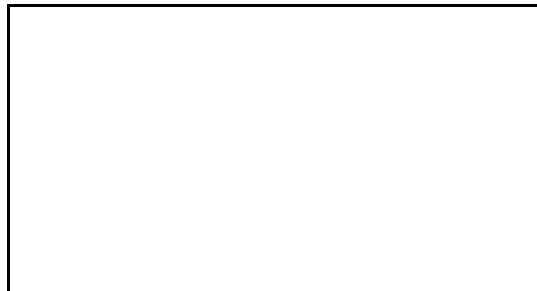
Photo 3 - Bend well marked and indicated. Large amounts of surface water crossing carriageway



Photo 4 - Evidence of barrier strikes on bend

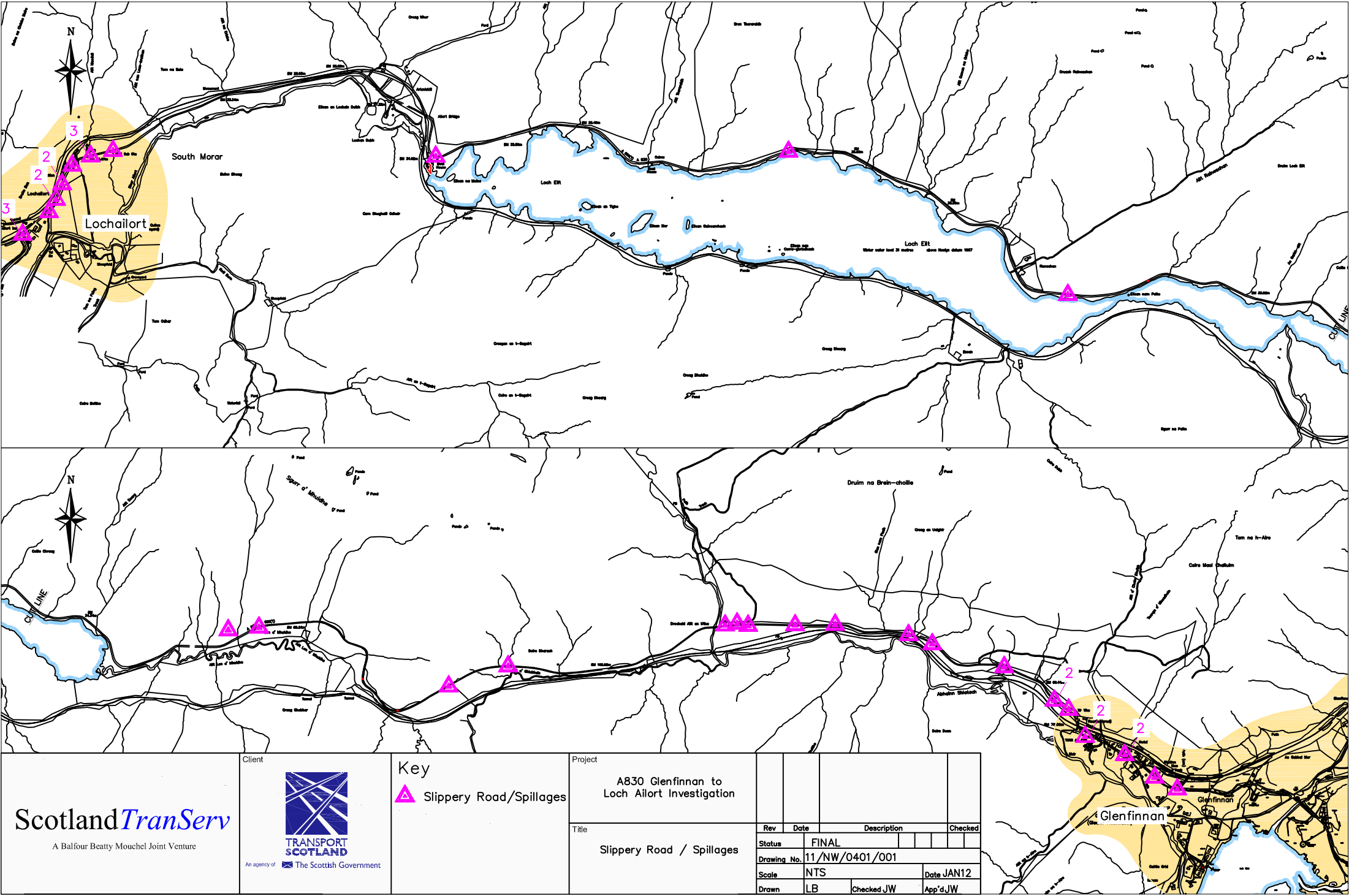


Photo 5 - Large amounts of surface water on carriageway



Appendix G

LOCATIONS OF SLIPPERY ROAD / SPILLAGES



Scotland

TranServ

A Balfour Beatty Mouchel Joint Venture


Client



TRANSPORT
SCOTLAND

An agency of The Scottish Government

Key

 Slippery Road/Spillages

Project

A830 Glenfinnan to Loch Ailort Investigation

Title

Slippery Road / Spillages

Rev	Date	Description	Checked
Status	FINAL		
Drawing No.	11/NW/0401/001		
Scale	NTS	Date JAN12	
Drawn	LB	Checked JW	App'd JW

2

2

2

Glenfinnan

Appendix H

PROPOSED SURFACING SCHEMES

A830 Schemes 2011 - 2014 Local to Loch Eilt in Section 17208/60

Key

- Future Schemes
- Start / End

Project

A830 Glenfinnan to Loch Allort Investigation

Future A830 Resurfacing Schemes

Rev	Date	Description	Checked
1	11/11/2011	FINAL	
2	11/11/2011	NTS	
3	11/11/2011	NTS	
4	11/11/2011	NTS	
5	11/11/2011	NTS	
6	11/11/2011	NTS	
7	11/11/2011	NTS	
8	11/11/2011	NTS	
9	11/11/2011	NTS	
10	11/11/2011	NTS	
11	11/11/2011	NTS	
12	11/11/2011	NTS	
13	11/11/2011	NTS	
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84	11/11/2011	NTS	
85	11/11/2011	NTS	
86	11/11/2011	NTS	
87			

A Balfour Beatty Mouchel Joint Venture

Client



An agency of The Scottish Government

Key



Future Schemes
Start / End

Project

A830 Glenfinnan to
Loch Allort Investigation

Future A830 Resurfacing Schemes

Rev	Date	Description	Checked
Status	FINAL		
Drawing No.	11/NW/0401/001		
Scale	NTS		
Drawn	DG	Checked	JW
		App'd	JW
		Date	JAN12

East of Ranochan