

performed by vehicles travelling in a forward direction, creating the maximum visibility for these vehicles leaving this site.

3. Additionally, in the Freedom of Information request (3055100/NS/TMS-1/DEHG) the raw traffic survey data used to provide the average speed figure of 45mph and the location that this data was collected at were requested.

The location that the data was collected was provided as "beside a telegraph pole at approximate grid reference NS908774." It was also noted that this location is "within the 40mph speed limit" – see Appendix A.

The proposed vehicular access is within the 30mph speed limit and as such, average traffic speeds taken within a 40mph speed limit would be expected to be higher than the 30mph speed limit. In fact, it would be difficult to propose that traffic readings taken within a 40mph speed limit would be relevant to traffic speeds within a 30mph speed limit.

Observing traffic onsite at the proposed vehicular access within the 30mph limit, it can clearly be seen that:

- Traffic traveling westbound travels slowly uphill towards the brow of the hill and only begins to accelerate again once at the 40mph speed limit sign, which is beyond the proposed vehicular access.
- Traffic traveling eastbound downhill slows as it approaches the 30mph sign due to visibility for eastbound traffic being restricted to approx. 70m around the downhill curve. This ensures that traffic travelling eastbound slows upon approach to the proposed vehicular access.

Reading the 2 pages which detail the Speed Summary (All Days) tables for the raw data taken from the traffic survey data:

- From 08/06/2009 to 14/06/2009 – Appendix B
 - The highest recorded Mean Ave. figure is 36.4mph – Speed Limit is 40mph.
- From 07/04/2011 to 14/04/2011 – Appendix C
 - The highest recorded Mean Ave. figure is 34.6mph – Speed Limit is 40mph.

Both these maximum recorded mean average figures indicate that even within the 40mph speed limit, vehicles are not travelling at excessive speeds. In fact, westbound traffic has barely begun to speed up after leaving the 30mph limit and, eastbound traffic can easily lower it's speeds to lower limits as it has clear visibility of the 30mph zone and distance to decrease its speed within.

This shows that traffic surveys taken within the 40mph speed limit, in excess of 100m away from the proposed vehicular access still show slow speeds which would allow safe vehicular access to be created onto Shieldhill Road.

Summary

In summary, we believe that the proposed vehicular access can be safely constructed in line with Falkirk Roads Development unit design standards, based upon:

- Shieldhill Road is already an extremely safe road, with zero recorded accidents in the last 3 years.
- Visibility, both East and West bound, can be shown to exist in excess of 70m, as required by Falkirk Roads Development unit.
- Average speeds in the 40mph limit, in excess of 100m away from the proposed access, are well within the 40mph speed limit and provide substantial distance for vehicles to further reduce their speeds before approaching the 30mph limit that the access would be within.

ROADS & DESIGN
 Enquiries to: Duncan Gardner
 Tel No: 01324 604636
 Fax No: 01324 604643



Falkirk Council
 Development Services

Roy Donalds
 [Redacted]

Our Ref: 3055100/NS/TM5-1/DEHG
 Your Ref:

04 May 2011

Dear Mr Donalds,

Accident and Traffic Data Request – B810, Shieldhill Road

I refer to your Freedom of Information enquiry received in this office on 18 April 2011 regarding the above.

I can advise you that the available data indicates that there have been no recorded personal injury accidents on Shieldhill Road between Shieldhill and Reddingmuirhead during the last 3 years.

With regard to your request for all traffic survey data taken on the B810 between Shieldhill and Reddingmuirhead please find attached data from 2009 and 2011.

The location of where the survey was taken beside a telegraph pole at approximate grid reference NS908774 which is within the 40mph speed limit.

Please refer to the enclosed leaflet which explains your right to complain about the handling of your case and/or the decision made.

Yours sincerely

[Redacted Signature]

Duncan Gardner
 Network Officer

Director: Blenr Gault
 Aldersford House,
 David's Loan, Falkirk FK2 7XZ
 FK1 1BA LJ
 Telephone: 01324 504950
 www.falkirk.gov.uk

Site No: 20090110

Site Reference: 20090110

Link 441 Shieldhill Rd./RM/Head Rd to Main St.
From 08/06/2009 To 14/06/2009

Speed Summary (All Days)-Limit 40 Mph

Time Range	Total Veh	85th Pct	Mean Avg	Std Dev	En1 01-05A	En2 01-016	En3 16-31	En4 21-08	En5 05-031	En6 31-050	En7 35-041	En8 41-048	En9 46-051	En10 51-056	En11 56-061	All Channels En12 61-066	En13 66-071
0:00	99	35.9	31.8	6.9	0	0	0	3	13	11	7	2	0	0	0	0	0
1:00	23	38.1	30.4	5.4	0	0	0	0	8	6	4	1	0	0	0	0	0
2:00	11	27.7	30.8	8.8	0	0	0	0	3	4	2	0	0	0	0	0	0
3:00	10	35.6	34.6	4.7	0	0	0	0	3	3	2	0	0	0	0	0	0
4:00	8	-	36.4	6.1	0	0	0	0	0	3	2	0	0	0	0	0	0
5:00	21	42.5	35.9	6.4	0	0	0	0	5	7	4	2	2	0	0	0	0
6:00	87	41.5	35.7	6.1	0	0	0	0	16	31	24	7	2	0	0	0	0
7:00	179	35.5	33.1	5.2	0	0	0	9	20	24	24	9	2	0	0	0	0
8:00	252	35.1	31.4	4.5	0	2	4	22	154	128	27	6	0	0	0	0	0
9:00	208	36.5	31.3	5.5	0	1	3	19	74	75	27	4	0	0	0	0	0
10:00	228	35.9	31.1	5.2	0	1	2	21	83	70	12	5	0	0	0	0	0
11:00	225	35.2	30.9	5.0	1	1	6	25	85	73	28	5	2	0	0	0	0
12:00	245	35.8	31.0	5.6	0	1	4	25	97	72	35	5	0	0	0	0	0
13:00	244	36.0	31.2	5.8	0	0	0	28	94	83	28	7	1	0	0	0	0
14:00	231	35.9	30.8	4.9	0	2	6	25	83	75	25	5	0	0	0	0	0
15:00	314	35.1	30.7	5.5	1	1	8	24	100	104	24	7	1	0	0	0	0
16:00	356	36.1	31.7	5.4	0	1	8	24	115	123	42	8	1	0	0	0	0
17:00	353	37.4	32.0	5.7	1	1	7	20	111	135	44	11	3	0	0	0	0
18:00	283	31.2	30.7	5.5	0	0	2	15	65	114	21	11	4	0	0	0	0
19:00	213	35.2	30.4	4.2	0	1	1	10	75	111	38	8	2	0	0	0	0
20:00	189	37.4	32.6	5.2	0	0	0	1	44	75	25	5	1	0	0	0	0
21:00	125	39.2	32.8	5.5	0	0	0	0	44	52	25	5	1	0	0	0	0
22:00	96	39.4	32.0	4.2	0	0	0	0	32	27	12	5	0	0	0	0	0
23:00	45	39.4	32.5	3.4	0	0	0	2	15	15	7	3	0	0	0	0	0
24:00-01	3153	36.8	31.5	5.3	5	11	50	272	1342	1515	421	65	18	0	0	0	0
01:00-02	3783	37.9	31.3	4.4	3	12	22	312	1333	1777	537	114	24	2	0	0	0
02:00-03	2932	37.1	31.7	5.4	3	12	52	374	1292	1425	559	122	24	2	0	0	0
03:00-04	4251	37.2	31.8	5.4	3	12	52	327	1422	1655	557	127	26	2	0	0	0
Avg	8.15	-	35.0	6.18	11.90	6.50	10.25	12.53	8.15	8.15	8.00	8.15	6.30	5.45	5.30	-	-
Peak	572	-	35.4	6.7	1	2	0	24	127	129	32	10	4	1	0	-	-
Flow	16.35	20.45	20.45	21.00	15.00	14.50	14.45	15.15	11.00	10.50	10.45	10.45	10.00	10.30	12.45	10.15	10.00
Peak	368	37.5	32.5	6.4	2	0	0	35	125	147	55	12	4	1	0	0	0

From Link 441 to Main St.

Printed at 10:01:05 on 28 Apr 2011

2nd August 2011

Falkirk Council
Abbotsford House
David's Loan
Falkirk
FK2 7YZ

SCOTTISH WATER

Customer Connections
419 Balmore Road
Glasgow
G22 6NU

Customer Support Team
T: 0141 355 5511
F: 0141 355 5386
W: www.scottishwater.co.uk
E: connections@scottishwater.co.uk

Dear Sir/Madam

PLANNING APPLICATION NUMBER: P/11/0465/PPP
DEVELOPMENT: Rumah, Shieldhill Road, Reddingmuirhead, Falkirk, FK2 0DU
OUR REFERENCE: 581663
PROPOSAL: Sub-Division of Plot and Erection of New Dwellinghouse

Please quote our reference in all future correspondence

In terms of planning consent, Scottish Water does not object to this planning application. However, please note that any planning approval granted by the Local Authority does not guarantee a connection to our infrastructure. Approval for connection can only be given by Scottish Water when the appropriate application and technical details have been received.

Carron Valley Water Treatment Works currently has capacity to service this proposed development.

The water network that serves the proposed development is currently able to supply the new demand.

Kinneil Kerse Waste Water Treatment Works currently has capacity to service this proposed development.

Wastewater Network – Our initial investigations have highlighted there may be a requirement for the Developer to carry out works on the local network to ensure there is no loss of service to existing customers. The Developer should discuss the implications directly with Scottish Water.

In some circumstances it may be necessary for the Developer to fund works on existing infrastructure to enable their development to connect. Should we become aware of any issues such as flooding, low pressure, etc the Developer will be required to fund works to mitigate the effect of the development on existing customers. Scottish Water can make a contribution to these costs through Reasonable Cost funding rules.

A totally separate drainage system will be required with the surface water discharging to a suitable outlet. Scottish Water requires a sustainable urban drainage system (SUDS) as detailed in Sewers for Scotland 2 if the system is to be considered for adoption.

Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head at the customer's boundary internal outlet. Any property which cannot be adequately serviced from the available pressure may require private pumping arrangements installed, subject to compliance with the current water byelaws. If the developer wishes to enquire about Scottish Water's procedure for

checking the water pressure in the area then they should write to the Customer Connections department at the above address.

If the connection to public sewer and/or water main requires to be laid through land out-with public ownership, the developer must provide evidence of formal approval from the affected landowner(s). This should be done through a deed of servitude.

It is possible this proposed development may involve building over or obstruct access to existing Scottish Water infrastructure. The Developer should discuss the implications directly with Scottish Water.

Should the developer require information regarding the location of Scottish Water infrastructure they should contact our Property Searches Department, Bullion House, Dundee, DD2 5BB. Tel – 0845 601 8855.

If the developer requires any further assistance or information on our response, please contact me on the above number or alternatively additional information is available on our website: www.scottishwater.co.uk.

Yours faithfully

Morven Henderson
Customer Connections Administrator
Tel: 0141 355 5289
morven.henderson@scottishwater.co.uk

Morris, John

From: hillis, alfred
Sent: 05 August 2011 14:53
To: adtm1dmbscorr
Subject: P/11/0465/PPP - Rumah, Shildhill Road, Reddingmuir head.

Contaminated Land

Conditioned due to historic quarries, infilled ground and mineral railways within 250m of the site.

1. Unless otherwise agreed in writing no development shall commence on site until a contaminated land assessment in accordance with current guidance has been submitted and approved by the Planning Authority. The assessment shall determine the nature and extent of any contamination on the site, including contamination that may have originated from elsewhere, and also identify any potential risks to human health, property, the water environment or designated ecological sites .
2. Where contamination (as defined by Part IIA of the Environmental Protection Act 1990) is encountered, a detailed remediation strategy shall be submitted to and approved in writing by the Planning Authority. The strategy shall demonstrate how the site shall be made suitable for its intended use by the removal of any unacceptable risks caused by the contamination.
3. Prior to the commencement of development the remediation works shall be carried out in accordance with the terms and conditions of the remediation scheme as approved in writing by the Planning Authority. No part of the development shall be occupied until a remediation completion report/validation certificate has been submitted to and approved in writing by the Planning Authority.
4. In the event that unexpected contamination is encountered following the commencement of development, all work on the affected part of the site shall cease. The developer shall notify the Planning Authority immediately, carry out a contaminated land assessment and undertake any necessary remediation works. Development shall not recommence without the prior written approval of the Planning Authority.

Environmental Health

The applicant requires to use acoustic glazing with a specification of 6/12/6 or acoustic equivalent in order to protect the occupiers of the proposed dwelling from transportation noise which shall ensure that the internal levels with the windows closed do not exceed 45dB daytime and 35dB night-time, when measured as LAeq,T, and permanent ventilation be provided in order that windows can be kept closed without loss of ventilation. The details shall be submitted to, and approved by, the Planning Authority prior to the commencement of construction works.

Alf Hillis
 Environmental Health Officer
 01324 501024

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The views and opinions expressed in this e-mail are the senders own and do not necessarily represent the views and opinions of Falkirk Council.

Morris, John

From: MacKenzie, Roddy
Sent: 29 July 2011 08:27
To: adtm1dmbcorr
Cc: Raeburn, Brian
Subject: P-11-0465-PPP Shieldhill Road

Development Services

Memo

To: David Paterson, Planning Officer
Planning and Transportation (Development Control)

From: Roddy Mackenzie, Roads Development

Date: 29 July 2011

Enquiries: 4908

Fax: 4850

Our Ref: RMK/

Your Ref: P/11/0465/PPP

Proposal : Subdivision of Plot & Erection of New Dwellinghouse
Location : Rumah, Shieldhill Road, Reddingmuirhead, Falkirk, FK2 0DU
Application : P/10/0465/PPP

I refer to your consultation notice received on 12 May 2010 regarding the above application. The site has been subject to a previous application (P/10/0306/PPP) and as the site details are the same, I would comment as follows:-

The proposal would result in a 3 bedroom dwelling with a private driveway which will access directly on to the B810 Shieldhill Road.

Shieldhill Road at this location is a classified semi-rural road with a 30mph speed limit that changes to 40mph to the immediate west of the site. Vehicle speeds can be considerably more than the set limits at times.

This proposed dwelling at the west side of 'Rumah', accessing directly on to Shieldhill Road, would have good visibility to the west but not to the east where there would only be 40m clear visibility to a blind summit. This restricted visibility to the east, could in my view, create a dangerous situation for traffic turning right in to the site and turning right while exiting the site. A dwelling having access on to Shieldhill Road at this location may also lead to vehicles parking on Shieldhill Road itself, adding further to our road safety concerns.

With downhill east-bound vehicle speeds regularly exceeding the speed limits we would not favour any development on this site accessing on to Shieldhill Road due to the impaired visibility and the proximity to the existing blind summit.

Regards.

25/11/2011

RMK

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The views and opinions expressed in this e-mail are the senders own and do not necessarily represent the views and opinions of Falkirk Council.

Development Services

Memo

To: David Paterson, Planning Officer
Planning and Transportation (Development Control)

From: Roddy Mackenzie, Roads Development

Date: 08 Sept 2011

Enquiries: 4908

Our Ref: RMK/

Your Ref: P/11/0465/PPP

Proposal : Subdivision of Plot & Erection of New Dwellinghouse
Location : Rumah, Shieldhill Road, Reddingmuirhead, Falkirk, FK2 0DU
Application : P/10/0465/PPP

I refer to your consultation notice received on 12 May 2010 regarding the above application and the applicants supporting statement in particular.

1. Visibility to the east

The supporting statement states, that from the proposed access to the site east along Shieldhill Road, a visibility splay of 2.5m x 76m is achievable. This is not the case. For any avoidance of doubt we measured the visibility from the proposed site yet again, and to try and make things completely clear, recorded the results with photographs (see attachment 1). The supporting statement also states that a visibility splay should take the curvature of a road in to account. Again this is wrong. A visibility splay is taken from the proposed access to the furthest point on the nearer edge of the major road carriageway channel that one can see (see attachment 2). The 'y' measurement in this case was found to be 47.7m. We also went on to show photos of the view of our operative with staff at 78m at the south channel of the road as shown on the applicants drawing (see attachment 3), then at 70m and then 60m (the operative is only in view at 60m as she moved a metre or so out from the road channel). The visibility splay as shown by the applicant is taken to the wrong side of the road and the actual visibility claimed cannot be achieved on site.

2. Safety Record

When the applicants FOI request for accident data was replied to, the fact that there were no recorded personal injury accidents for the last 3 years, may well have been correct. We now have a more up to date and more complete picture of the accident statistics (see attachment 4) and they show that since 1987 there have been a total of 8 personal injury accidents, 5 slight and 3 serious (all within 75m of access road to Rumah). These statistics show that the accident severity ratio of 37.5% is almost 50% more than the normal ratio of 26%. There has also been 1 non injury accident recorded at the location. So there have been 8 accidents in 24 years with a high accident severity ratio. The road safety concerns about this location cannot be ignored.

3. Traffic Survey Data

The traffic survey data provided to the applicant in the FOI was taken on Reddingmuirhead Road/Shieldhill Road but not at the specific location that the applicant states, i.e. at a telegraph pole to the west of Rumah. The Traffic Survey in the support statement was part of the bi-annual programme of traffic counts and could have been taken at any point on that particular section of road. It is not known exactly where on the B810 these speed statistics were taken and so they should be disregarded.

I have the actual data taken at the location to which the applicant refers, approximately 100m to the west of the site in the 40mph limit area between 23 June 2010 and 29 June 2010 (see attachment 5). This survey provided the actual speed of cars coming downhill towards the proposed site from Shieldhill and the 85th percentile speed was found to be 45mph. The 85th percentile speed is used when determining visibility requirements for roads calculations. The applicant uses the Mean Average speed to argue his case, which is not appropriate.

To be consistent I also had a traffic survey carried out directly adjacent to Rumah itself within the 30mph limit and it was found that the 85th percentile for westbound traffic was 42.4mph and for eastbound was 40.0mph. This clearly shows that most vehicles are travelling at least 33% faster than the legal speed limit at a blind summit. This is not, therefore, a location where any extra manoeuvring, overtaking, parking, or queuing on the road to turn right, should for road safety reasons be encouraged.

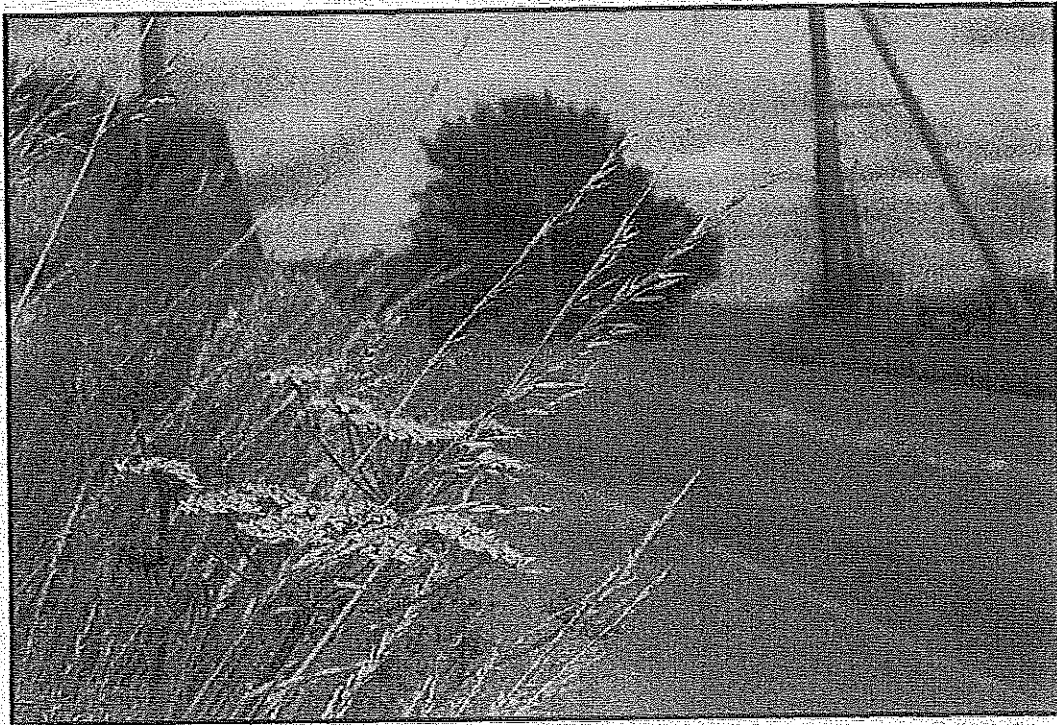
4. Summary

From a roads point of view, the applicants supporting statement does not change our opinion and most points that the applicant refers to have to be disregarded as I have shown. I would again reiterate that I am still of the opinion that a new access at this location, with poor visibility to the east only 40m from a blind summit, is not acceptable. With the added complication of vehicles turning right into or out of the site, and vehicles parked on the main road, the road safety hazards at that location would be increased significantly. Therefore, our road safety concerns could be used to support a recommendation of refusal.

Regards.

RMK

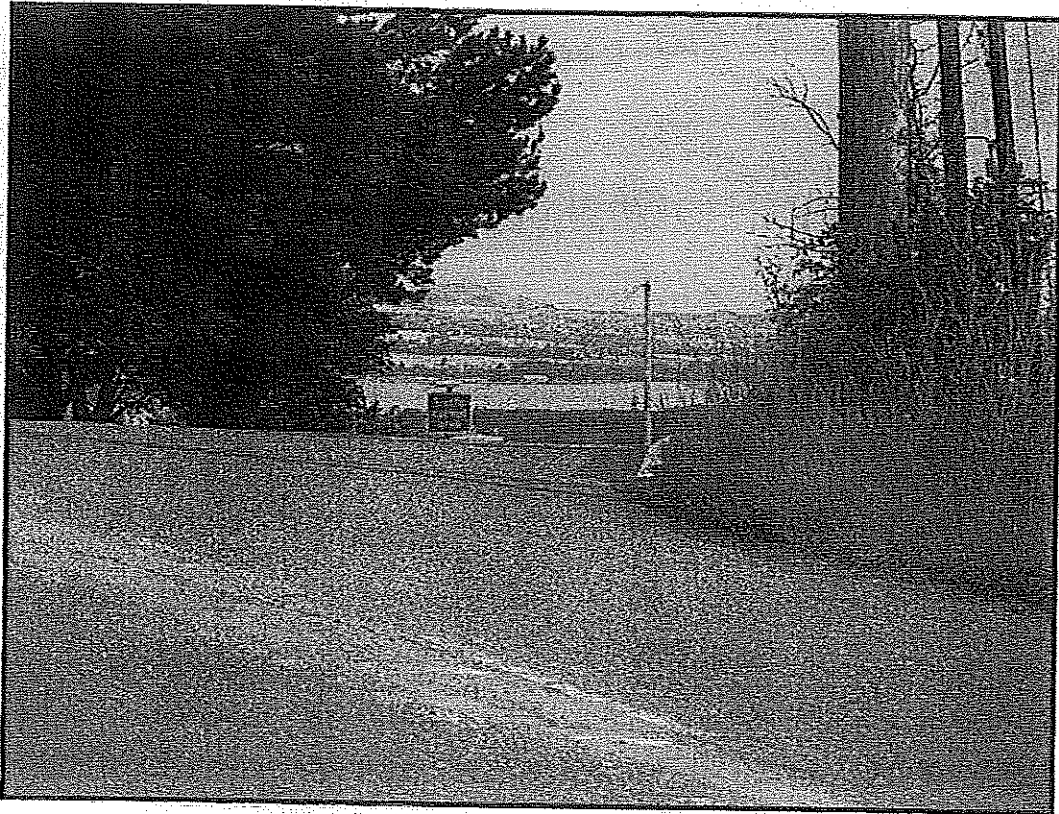
Rumah, Shieldhill Road 09/08/11



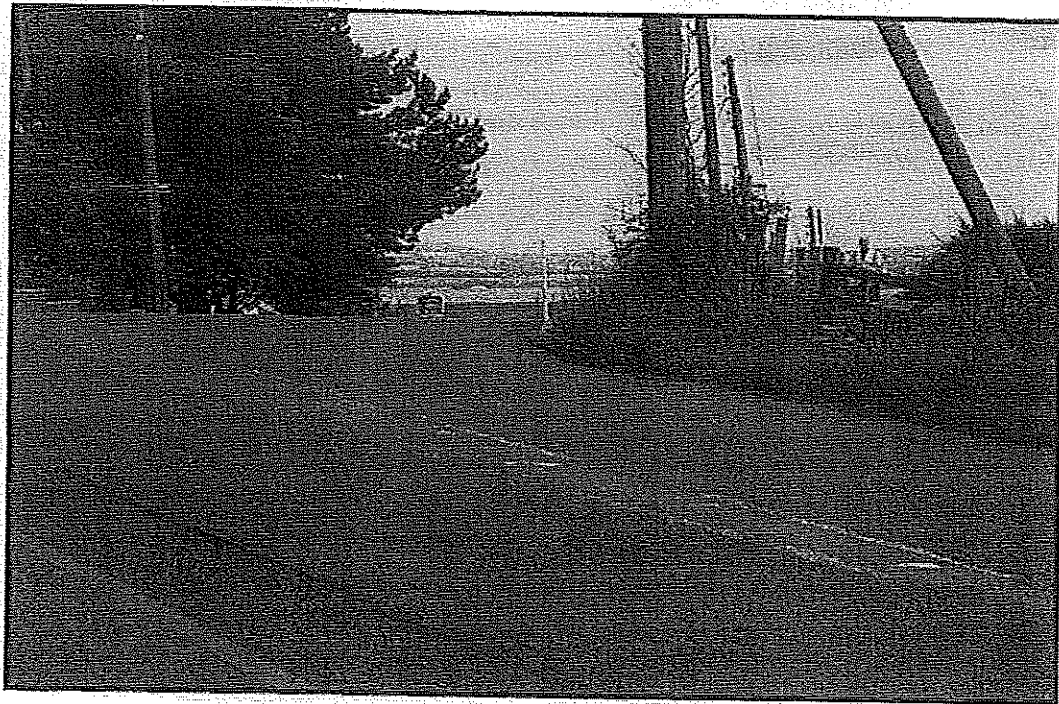
Visibility east at proposed access 30m back from private road



Visibility splay 47.7m from proposed access



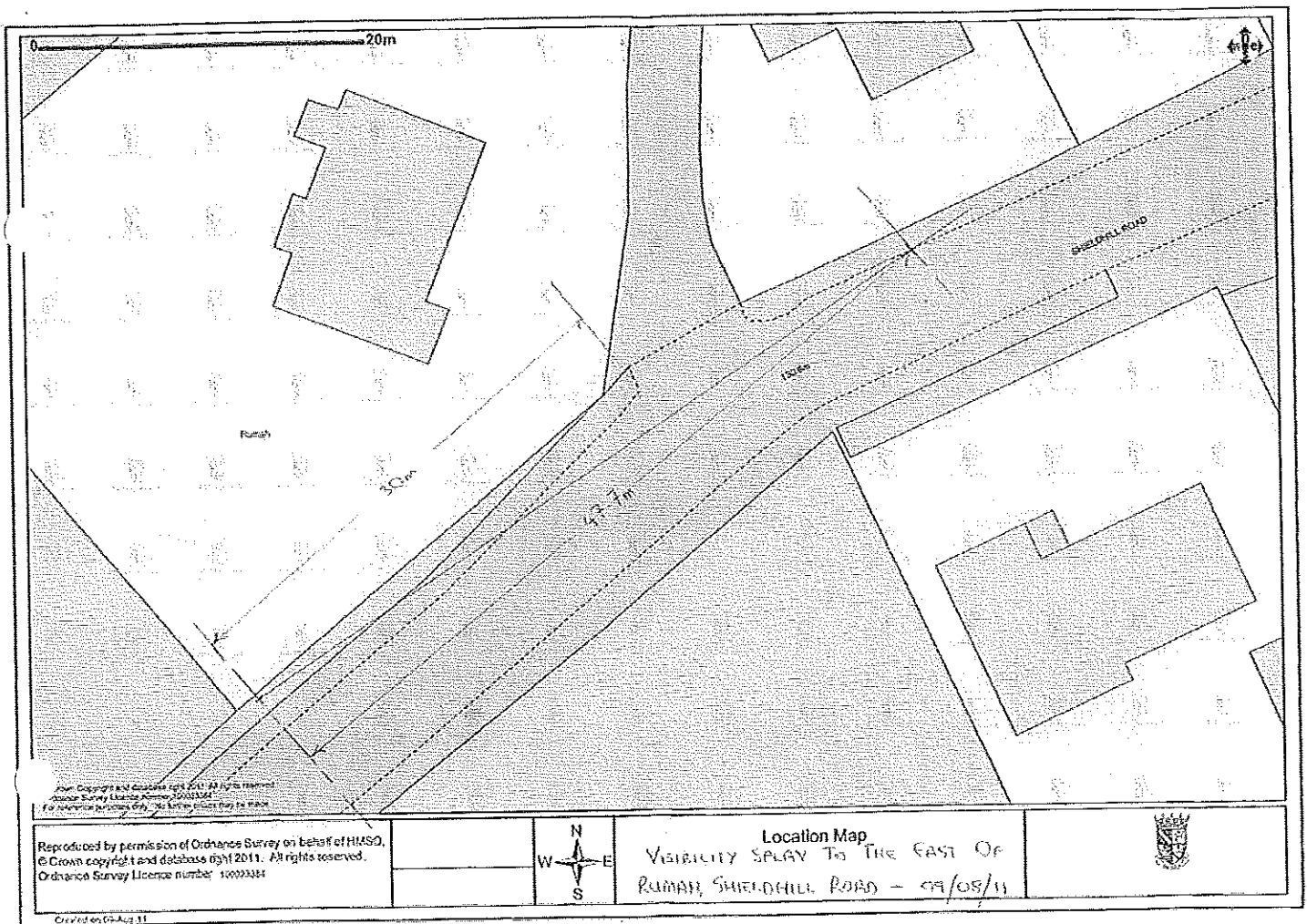
Visibility to 78m from proposed access (view hidden)

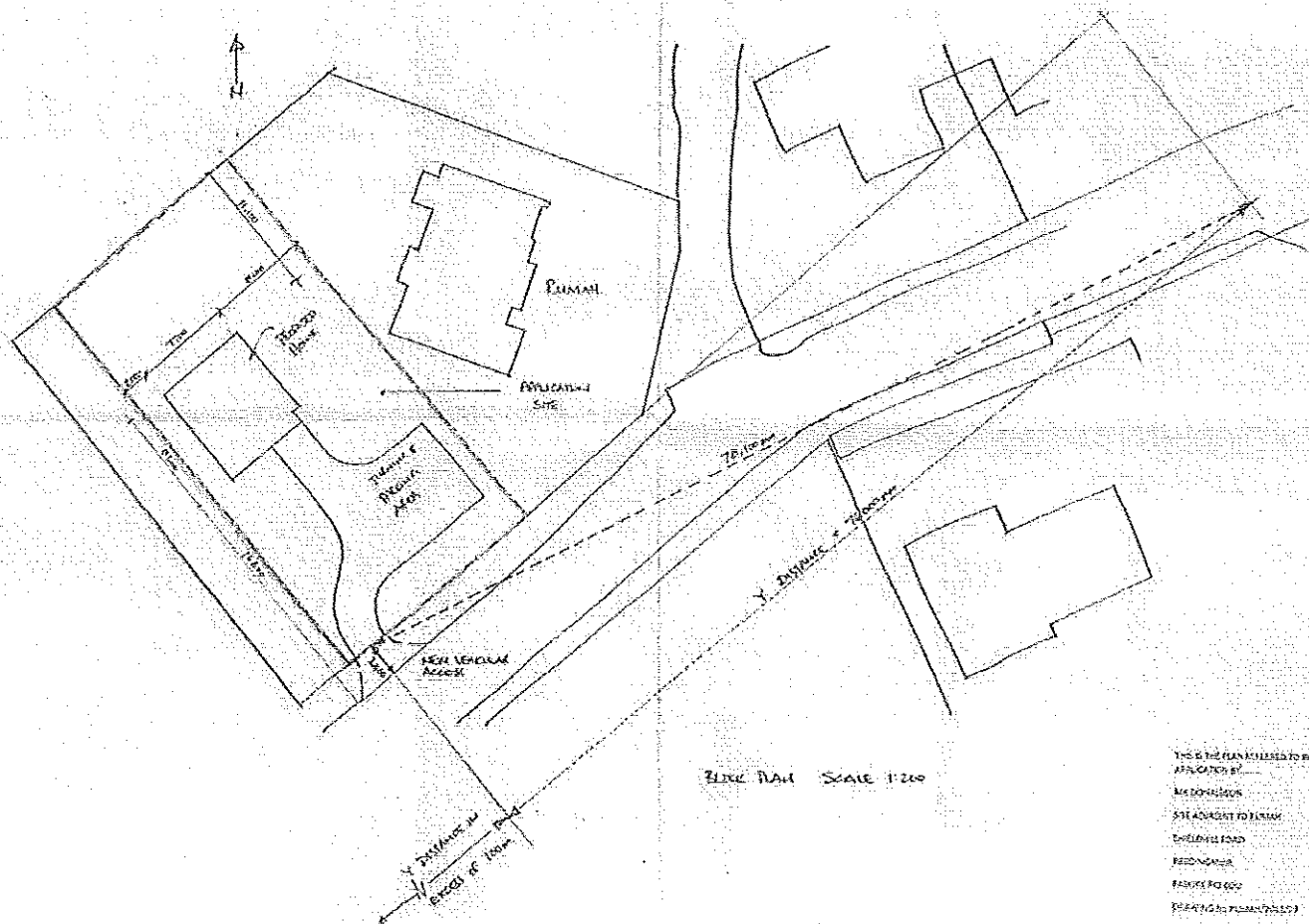


Visibility to 70m from proposed access (view still hidden)



Visibility to 60m from proposed access (in view but out from channel)





Full Details Report Summary - B810 within 75m of direct access to Springbank Cottage

Accidents Found Date Range: 29/07/1987 - 18/03/2011

Grid Coordinate Range: 290900,677500-291000,677570

Neither accuracy nor completeness of the data herewith is guaranteed

Accident Severity

	1987	1988	1990	2011	Total
Serious	1	1	0	1	3
Slight	1	2	1	1	5
Total	2	3	1	2	8

$$\frac{\text{Fatal} + \text{Serious}}{\text{Total}} = \frac{0 + 3}{8} = 0.375$$

Accident Severity Ratio = 37.5%

Normal Ratio = 26%

Casualty Severity

	1987	1988	1990	2011	Total
Serious	1	1	0	1	3
Slight	2	4	2	1	9
Total	3	5	2	2	12

Casualty KSI

	1987	1988	1990	2011	Total
Adult KSI	1	1	0	1	3
Slight	2	4	2	1	9
Total	3	5	2	2	12

B810 within 75m of direct access to Springbank Cottage

1.3 Accident Reference: 87UG15096 Serious B810 AT JN FOR SPRINGBANK COTTAGE, REDDINGMUIRHEAD Accident 1 of 8

1.7 Date & 1.9 Time.....Wednesday 29/07/1987 13:15	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....290930/677540	1.14 Road type.....Single c'way
1.10 Local Authority.....Falkirk	1.16 Junction detail.....Using private drive or entrance
1.12/1.13 1st road identity..B810	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Light/no lights	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties..1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors Participant Confidence Did a police officer attend

Accident Description

LORRY TURNING FROM WEST TO NORTH, FROM WRONG SIDE OF ROAD, COLLIDED WBD CAR

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....2	2.12 Hit object in c'way..None
2.5 Vehicle class.....Goods 3.5 - 7.5t	2.14 Hit object off c'way..None
2.10 Junction location...Leaving main road	2.18 Parts damaged..... / / Front
2.9 Restricted location..On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....West North	2.22 Driver age.....44
2.7 Manoeuvres.....Turning left	2.27 Driver postcode.....
2.11 Skidding.....Yes	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Not requested
2.6 Towing.....No	2.29 Journey purpose.....
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Front
2.17 Other vehicle.....1	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way..None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / / Front
2.9 Restricted location..On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....East West	2.22 Driver age.....45
2.7 Manoeuvres.....Going ahead left hand bend	2.27 Driver postcode.....
2.11 Skidding.....Yes	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Not requested
2.6 Towing.....No	2.29 Journey purpose.....
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....45	3.13 School pupil.....Other
3.18 Casualty postcode...	(3.19 School)
3.9 Severity.....Serious	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

110
B810 within 75m of direct access to Springbank Cottage

1.3 Accident Reference: 87UG12191 Slight	B810 ABT 1/2 MILE WEST OF FAIRHAVEN TERRACE (CO-ORDS ADJUSTED AFTER POLICE RESPONSE TO QUERY)	Accident 2 of 8
1.7 Date & 1.9 Time.....Friday 18/12/1987 17:30	1.15 Speed limit.....30 Mph	
1.11 Grid co-ordinates.....290940/677550	1.14 Road type.....Single c'way	
1.10 Local Authority.....Falkirk	1.16 Junction detail.....Not at or within 20m of juncti	
1.12/1.13 1st road identity..B810	1.17 Junction control.....	
1.18/1.19 2nd road identity..	1.24 Special conditions...None	
1.22 Weather.....Other	1.25 Carriageway hazards..None	
1.21 Light conditions.....Light/with lights	1.5 Number of vehicles...2	
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties..2	
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Wet	
Contributory Factors	Participant	Confidence Did a police officer attend

Accident Description

CAR TRAVELLING WEST TO EAST COLLIDED WITH CAR PARKED ON NORTHSIDE OF ROAD FACING EAST AND WITH HAZARD LIGHTS ON.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....2	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way..None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / / Front
2.9 Restricted location..On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....West East	2.22 Driver age.....34
2.7 Manoeuvres.....Going ahead right hand bend	2.27 Driver postcode.....
2.11 Skidding.....Yes	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Not requested
2.6 Towing.....No	2.29 Journey purpose.....
2.28 Foreign vehicle....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....1	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way..None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / / Back
2.9 Restricted location..On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....Parked	2.22 Driver age.....72
2.7 Manoeuvres.....Parked	2.27 Driver postcode.....
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Not requested
2.6 Towing.....No	2.29 Journey purpose.....
2.28 Foreign vehicle....Not foreign	

2 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....72	3.13 School pupil.....Other
3.18 Casualty postcode...	(3.19 School)
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No
3.5 Cas ref no.....2	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....71	3.13 School pupil.....Other
3.18 Casualty postcode...	(3.19 School)
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

B810 within 75m of direct access to Springbank Cottage

1.3 Accident Reference: 88UG14102 Serious

B810 ABT 200YDS WEST OF JN NOBEL VIEW

Accident 3 of 8

1.7 Date & 1.9 Time.....Sunday 05/06/1988 11:20

1.11 Grid co-ordinates.....290900/677500

1.10 Local Authority.....Falkirk

1.12/1.13 1st road identity..B810

1.18/1.19 2nd road identity..

1.22 Weather.....Fine

1.21 Light conditions.....Light/unknown

1.20a Crossing(human).....No Human control within 50m

1.20b Crossing(physical).....No crossing facility within 50m

Contributory Factors

1.15 Speed limit.....30 Mph

1.14 Road type.....Single c'way

1.16 Junction detail.....Not at or within 20m of juncti

1.17 Junction control.....

1.24 Special conditions...None

1.25 Carriageway hazards..None

1.5 Number of vehicles...1

1.6 Number of casualties..2

1.23 Surface.....Dry

Participant Confidence Did a police officer attend

Accident Description

WBD CAR DRIVER LOST CONTROL, LEFT ROAD, HIT TELEGRAPH POLE ON NORTH SIDE OF ROAD.

1 Vehicle

2.4 Veh ref no.....1

17 Other vehicle.....0

5 Vehicle class.....Car

2.10 Junction location...Not at junction

2.9 Restricted location..On main carriageway

2.8 Movement from/to....East West

2.7 Manoeuvres.....Going ahead left hand bend

2.11 Skidding.....No

2.13 Left c'way.....Left c'way Offside

2.6 Towing.....No

2.28 Foreign vehicle....Not foreign

2.16 First impact.....Front

2.12 Hit object in c'way..None

2.14 Hit object off c'way..Telegraph/electricity pole

2.18 Parts damaged..... / / Front

2.21 Driver gender.....Female

2.22 Driver age.....19

2.27 Driver postcode.....

2.24 Hit and Run.....No

2.23 Breath test.....Not requested

2.29 Journey purpose.....

2 Casualties

3.5 Cas ref no.....1

3.6 Casualty class.....Driver or Rider

3.7 Gender.....Female

3.8 Age.....19

3.18 Casualty postcode...

3.9 Severity.....Slight

3.4 Vehicle no.....1

3.12 Ped Direction.....Not a pedestrian

3.15 Car passenger.....No

3.16 PSV passenger.....No

3.14 Seat belt usage.....

3.13 School pupil.....Other

(3.19 School)

3.10 Pedestrian location..Not a pedestrian

3.11 Pedestrian movement..Not a pedestrian

3.19 Roadworker injured...No

3.5 Cas ref no.....2

3.6 Casualty class.....Passenger

3.7 Gender.....Male

3.8 Age.....19

3.18 Casualty postcode...

3.9 Severity.....Serious

1 Vehicle no.....1

3.12 Ped Direction.....Not a pedestrian

3.15 Car passenger.....Front

3.16 PSV passenger.....No

3.14 Seat belt usage.....

3.13 School pupil.....Other

(3.19 School)

3.10 Pedestrian location..Not a pedestrian

3.11 Pedestrian movement..Not a pedestrian

3.19 Roadworker injured...No

B810 within 75m of direct access to Springbank Cottage

1.3 Accident Reference: 88UG15142 Slight

B810 ABT 400 YDS WEST OF JN NOBEL VIEW

Accident 4 of 8

1.7 Date & 1.9 Time.....Tuesday 09/08/1988 12:30
 1.11 Grid co-ordinates.....290930/677540
 1.10 Local Authority.....Falkirk
 1.12/1.13 1st road identity..B810
 1.18/1.19 2nd road identity..
 1.22 Weather.....Fine
 1.21 Light conditions.....Light/with lights
 1.20a Crossing(human).....No Human control within 50m
 1.20b Crossing(physical).....No crossing facility within 50m

1.15 Speed limit.....30 Mph
 1.14 Road type.....Single c'way
 1.16 Junction detail.....Not at or within 20m of juncti
 1.17 Junction control.....
 1.24 Special conditions...None
 1.25 Carriageway hazards..None
 1.5 Number of vehicles...1
 1.6 Number of casualties..2
 1.23 Surface.....Dry

Contributory Factors

Participant Confidence Did a police
 officer attend

Accident Description

CAR TRAVELLING WEST TO EAST ON RIGHT HAND BEND WHEN DRIVER LOST CONTROL, MOUNTED BANK ON SOUTH SIDE SKIDDED ACROSS ROAD AND CAME TO REST ON NORTH FOOTWAY.

1 Vehicle

2.4 Veh ref no.....1
 2.17 Other vehicle.....0
 2.5 Vehicle class.....Car
 2.10 Junction location..Not at junction
 2.9 Restricted location..On main carriageway
 2.8 Movement from/to....West East
 2.7 Manoeuvres.....Going ahead right hand bend
 2.11 Skidding.....Yes & Overturned
 2.13 Left c'way.....Left c'way offside and rebounded
 2.6 Towing.....No
 2.28 Foreign vehicle.....Not foreign
 2.16 First impact.....Front
 2.12 Hit object in c'way..None
 2.14 Hit object off c'way..Other permanent object
 2.18 Parts damaged..... / / All 4 sides
 2.21 Driver gender.....Male
 2.22 Driver age.....18
 2.27 Driver postcode.....
 2.24 Hit and Run.....No
 2.23 Breath test.....Not requested
 2.29 Journey purpose.....

2 Casualties

3.5 Cas ref no.....1
 3.6 Casualty class.....Driver or Rider
 3.7 Gender.....Male
 3.8 Age.....18
 3.18 Casualty postcode...
 3.9 Severity.....Slight
 3.4 Vehicle no.....1
 3.12 Ped Direction.....Not a pedestrian
 3.15 Car passenger.....No
 3.16 PSV passenger.....No
 3.14 Seat belt usage.....
 3.13 School pupil.....Other
 (3.19 School)
 3.10 Pedestrian location..Not a pedestrian
 3.11 Pedestrian movement..Not a pedestrian
 3.19 Roadworker injured...No
 3.5 Cas ref no.....2
 3.6 Casualty class.....Passenger
 3.7 Gender.....Male
 3.8 Age.....17
 3.18 Casualty postcode...
 3.9 Severity.....Slight
 3.4 Vehicle no.....1
 3.12 Ped Direction.....Not a pedestrian
 3.15 Car passenger.....Front
 3.16 PSV passenger.....No
 3.14 Seat belt usage.....
 3.13 School pupil.....Other
 (3.19 School)
 3.10 Pedestrian location..Not a pedestrian
 3.11 Pedestrian movement..Not a pedestrian
 3.19 Roadworker injured...No

B810 within 75m of direct access to Springbank Cottage

1.3 Accident Reference: 88SG12214 Slight B810 APT 1/2 MILE WEST OF REDDINGMUIRHEAD ROAD Accident 5 of 8

1.7 Date & 1.9 Time.....Sunday 20/11/1988 15:30	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....290950/677550	1.14 Road type.....Single c'way
1.10 Local Authority.....Falkirk	1.16 Junction detail.....Not at or within 20m of juncti
1.12/1.13 1st road identity..B810	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Light/unknown	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties..1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors Participant Confidence Did a police officer attend

Accident Description

VAN TRAVELLING EAST TO WEST STRUCK STATIONARY CAR PARKED ON NEAR SIDE. DRIVER'S VISION OBSCURED BY BRIGHT SUNLIGHT.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....2	2.12 Hit object in c'way..Parked vehicle unlit
2.5 Vehicle class.....Goods < 3.5t	2.14 Hit object off c'way..None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / / Front
2.9 Restricted location..On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....East West	2.22 Driver age.....-1
2.7 Manoeuvres.....Going ahead other	2.27 Driver postcode.....
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Not requested
2.6 Towing.....No	2.29 Journey purpose.....
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....1	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way..None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / / Back
2.9 Restricted location..On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....Parked	2.22 Driver age.....35
2.7 Manoeuvres.....Parked	2.27 Driver postcode.....
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Not requested
2.6 Towing.....No	2.29 Journey purpose.....
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....62	3.13 School pupil.....Other
3.18 Casualty postcode...	(3.19 School)
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

B810 within 75m of direct access to Springbank Cottage

1.3 Accident Reference:90UG12631 Slight

B810 ABOUT 200YDS WEST OF JN NOBEL VIEW

Accident 6 of 8

1.7 Date & 1.9 Time.....Sunday 27/05/1990 02:20
 1.11 Grid co-ordinates.....291000/677570
 1.10 Local Authority.....Falkirk
 1.12/1.13 1st road identity..B810
 1.18/1.19 2nd road identity..
 1.22 Weather.....Fine
 1.21 Light conditions.....Dark/lights lit
 1.20a Crossing(human).....No Human control within 50m
 1.20b Crossing(physical).....No crossing facility within 50m

1.15 Speed limit.....30 Mph
 1.14 Road type.....Single c'way
 1.16 Junction detail.....Not at or within 20m of juncti
 1.17 Junction control.....
 1.24 Special conditions...None
 1.25 Carriageway hazards..None
 1.5 Number of vehicles...2
 1.6 Number of casualties..2
 1.23 Surface.....Dry

Contributory Factors

Participant Confidence Did a police
 officer attend

Accident Description

V2 STATIONARY AT LOCUS WHEN V1 COLLIDED WITH REAR OF V2 MOUNTED FOOTWAY AND DEMOLISHED 10 FEET OF WALL.

2 Vehicles

2.4 Veh ref no.....1
 2.17 Other vehicle.....2
 2.5 Vehicle class.....Car
 2.10 Junction location...Not at junction
 2.9 Restricted location..On main carriageway
 2.8 Movement from/to....West East
 2.7 Manoeuvres.....Going ahead right hand bend
 2.11 Skidding.....Yes
 2.13 Left c'way.....Left c'way near-side
 2.6 Towing.....No
 2.28 Foreign vehicle.....Not foreign

2.16 First impact.....Front
 2.12 Hit object in c'way..Parked vehicle unlit
 2.14 Hit object off c'way..Other permanent object
 2.18 Parts damaged..... / / Front
 2.21 Driver gender.....Male
 2.22 Driver age.....23
 2.27 Driver postcode.....
 2.24 Hit and Run.....No
 2.23 Breath test.....Not requested
 2.29 Journey purpose.....

2.4 Veh ref no.....2
 2.17 Other vehicle.....1
 2.5 Vehicle class.....Car
 2.10 Junction location...Not at junction
 2.9 Restricted location..On main carriageway
 2.8 Movement from/to....Parked
 2.7 Manoeuvres.....Parked
 2.11 Skidding.....No
 2.13 Left c'way.....Did not leave c'way
 2.6 Towing.....No
 2.28 Foreign vehicle.....Not foreign

2.16 First impact.....Back
 2.12 Hit object in c'way..None
 2.14 Hit object off c'way..None
 2.18 Parts damaged..... / / Back
 2.21 Driver gender.....Male
 2.22 Driver age.....31
 2.27 Driver postcode.....
 2.24 Hit and Run.....No
 2.23 Breath test.....Not requested
 2.29 Journey purpose.....

2 Casualties

3.5 Cas ref no.....1
 3.6 Casualty class.....Driver or Rider
 3.7 Gender.....Male
 3.8 Age.....23
 3.18 Casualty postcode...
 3.9 Severity.....Slight
 3.4 Vehicle no.....1
 3.12 Ped Direction.....Not a pedestrian

3.15 Car passenger.....No
 3.16 PSV passenger.....No
 3.14 Seat belt usage.....
 3.13 School pupil.....Other
 (3.19 School)
 3.10 Pedestrian location..Not a pedestrian
 3.11 Pedestrian movement..Not a pedestrian
 3.19 Roadworker injured...No

3.5 Cas ref no.....2
 3.6 Casualty class.....Driver or Rider
 3.7 Gender.....Male
 3.8 Age.....31
 3.18 Casualty postcode...
 3.9 Severity.....Slight
 3.4 Vehicle no.....2
 3.12 Ped Direction.....Not a pedestrian

3.15 Car passenger.....No
 3.16 PSV passenger.....No
 3.14 Seat belt usage.....
 3.13 School pupil.....Other
 (3.19 School)
 3.10 Pedestrian location..Not a pedestrian
 3.11 Pedestrian movement..Not a pedestrian
 3.19 Roadworker injured...No

B810 within 75m of direct access to Springbank Cottage

1.3 Accident Reference:111100067 Slight		B810 Shieldhill Road, Reddingmuirhead directly at the driveway to Redding Rigg.		Accident 7 of 8	
1.7 Date & 1.9 Time.....Sunday 09/01/2011 21:40	1.11 Grid co-ordinates.....290930/677540	1.15 Speed limit.....40 Mph	1.14 Road type.....Single c'way	1.16 Junction detail.....Not at or within 20m of juncti	1.17 Junction control.....
1.10 Local Authority.....Falkirk	1.12/1.13 1st road identity..B810	1.24 Special conditions...None	1.25 Carriageway hazards..None	1.5 Number of vehicles...1	1.6 Number of casualties..1
1.18/1.19 2nd road identity..	1.22 Weather.....Fine	1.23 Surface.....Ice			
1.21 Light conditions.....Dark/no lights	1.20a Crossing(human).....No Human control within 50m				
1.20b Crossing(physical).....No crossing facility within 50m					
Contributory Factors		Participant	Confidence	Did a police officer attend	
Slippery road due to weather (Road Environment Contrib)		Vehicle 001	Very likely	Yes	

Accident Description

V1 was travelling east at locus when it skidded on black ice and veered onto the opposite side of the road in the direction of an electricity pole. The driver of V1 took evasive action causing V1 to skid and turn on it's side.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Nearside
17 Other vehicle.....0	2.12 Hit object in c'way..None
.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South west North east	2.22 Driver age.....36
2.7 Manoeuvres.....Going ahead other	2.27 Driver postcode..... FK20DT
2.11 Skidding.....Yes & Overturned	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Negative
2.6 Towing.....No	2.29 Journey purpose.....
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....15	3.13 School pupil.....Other-
3.18 Casualty postcode... FK12EN	(3.19 School)
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No