

Agenda Item	8.
Report No	SCC/15/17

HIGHLAND COUNCIL

Committee: Sutherland County Committee

Date: 13 September 2017

Report Title: Elphin Speed Limit

Report By: Director of Community Services

1. Purpose/Executive Summary

- 1.1 The Committee is asked to consider the reduction of the current 40mph speed limit in Elphin to 30mph.
- 1.2 The Committee is asked to consider the extension of the 40mph speed limit to the east of the village over a distance of 650m from the existing 40mph limit.

2. Recommendations

- 2.1 Members are invited to agree:
 - i. a reduction in the 40mph speed limit to 30mph over the stretch of road from the current western limit of the 40mph speed limit to just east of the Abhainn a' Chnocain bridge
 - ii. the remainder of the 40mph speed limit not to be reduced to 30mph
 - iii. that the 40mph speed limit is not extended 650m to the east of the existing 40mph limit
 - iv. that an engineering investigation should be carried out to investigate the construction of a level verge footpath along the length one side of the A835 to connect houses to the phone box, post box and Community Hall to encourage healthy life styles and reduce isolation.

3. Background

- 3.1 The residents of Elphin have requested that the speed limit through the village be reduced from the current 40mph to 30mph and extended 650m eastwards from the existing limit boundary.
- 3.2 A copy of the existing order and extent of the current 40mph speed limit is attached at **Appendix A**.
- 3.3 Speed limits are set in accordance with the guidance provided in DfT 01/2013 "Setting Local Speed Limits".
- 3.4 Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed.
- 3.5 The analysis of the road under the Design Manual for Roads and Bridges assesses the design speed of the road geometry over the whole length of the road within the current 40mph speed limit.

4. Analysis

- 4.1 The A835 through Elphin is a single carriageway varying in width from 5.5m to 6.5m with its principal function being to convey through traffic.
- 4.2 The current order applies over a length of 2.4km. There are 19 houses and a hall within the limits of the limit giving an average interval of approximately 1 house per 240m with a similar interval for accesses.
- 4.3 The public telephone box is located approximately in the centre of the limit with the post box and Community Hall situated near the east end of the limit.
- 4.4 The Mean speed of vehicles through the village is 38.3 and 38.8 mph which is within the acceptable range for a 40mph limit. The most up to date speed analysis figures are attached at **Appendix B** and reflect the current speeds of traffic at the peak of the NC500 season.
- 4.5 The Mean Speed would indicate that the current road geometry and density of development along with other visual effects is insufficient to justify a 30mph limit.
- 4.6 The Mean Speeds do not sit within the range where a reduction of the speed limit from 40mph to 30mph would be sustainable without significant engineering cost to change the geometry of the road to ensure effective driver perception of the reduced speed limit.
- 4.7 An analysis of the factors to be considered when analysing a proposed reduction of speed limit is attached at **Appendix C**. This shows overwhelmingly that a blanket reduction in the speed limit from 40mph to 30mph is not supported by the analysis.
- 4.8 While the guidelines do not support a blanket lowering of the speed limit throughout the length of the current 40mph limit it does make allowance for local mitigation measures to ensure pedestrian safety and to take into account local user opinion.

- 4.9 Fast approach speeds from the west along with the numerous tight bends at that end of the limit highlight a local problem over a short distance which needs to be considered as a separate issue within the overall speed limit.
- 4.10 Given the tight geometry of this section along with the lack of pedestrian footpath and the number of accidents in this area a reduced speed limit over this section of road should be considered.
- 4.10 The guidance also recommends measures to mitigate possible separation of the accommodation where a road effectively severs a residential area.
- 4.11 Given the length of the speed limited section of road where the community hall is situated at one end along with the post box and the phone box at the other, the provision of pedestrian and cycle access should be considered.

5. Conclusions

- 5.1 While the general geometry of the road through Elphin does not support the reduction of speed limit there is a case for special measures to be taken at the west end of the village due to the fast approach speeds, the severity of the bends and lack of safe pedestrian access.
- 5.2 It is therefore recommended that a 30mph limit be promoted for the section from the west end of the existing 40mph speed limit to the east end of Abhrainn a' Chnocainn bridge as shown in **Appendix D**.
- 5.3 Due to the sparse development and road geometry from the east end of Abhrainn a' Chnocainn bridge to the east end, the reduction of the existing speed limit and beyond cannot be supported under the guidelines.
- 5.4 Investigation of the provision of a footpath/cycleway should be investigated.

6. Implications

- 6.1 Resource: Promotion of a new speed limit order including engineering measures - £10000. Engineering design of level verge footpath - £5000.
- 6.2 Legal – included in £10000 for traffic order above.
- 6.3 Community (Equality, Poverty and Rural) – improvement of quality of life in the area.
- 6.4 Climate Change / Carbon Clever – Neutral.
- 6.5 Risk – The main risk will be to the funding of the schemes given the current budget situations.
- 6.6 Gaelic – No implications.

Designation: Director of Community Services

Date: 30 August 2017

Author: Graham Mackenzie, Road Operations Manager,
Caithness and Sutherland

Background Papers: The Department of Transport Circular 01/2013 Setting Local
Speed Limits

THE HIGHLAND REGIONAL COUNCIL

THE HIGHLAND REGIONAL COUNCIL (A835 ELPHIN, SUTHERLAND) (40MPH SPEED LIMIT) ORDER 1995

The Highland Regional Council in exercise of the powers conferred on them by Section 84 of the Road Traffic Regulation Act 1984 and of all other powers enabling them in that behalf and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the said Act, hereby make the following Order:-

- 1. This Order may be cited as "The Highland Regional Council (A835 Elphin, Sutherland) (40mph Speed Limit) Order, 1995" and shall come into operation on 9th November 1995.
- 2. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
- 3. No person shall drive or cause or permit any vehicle to be driven at a speed in excess of forty miles per hour on the length of road specified in the schedule to this order.

Sealed with the Common Seal of The Highland Regional Council and signed for them and on their behalf at Inverness on **27 SEP 1995** by

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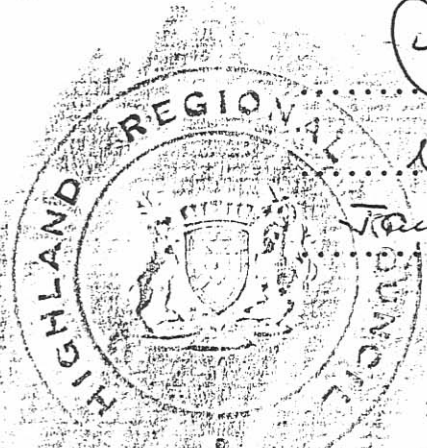
Member

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Member

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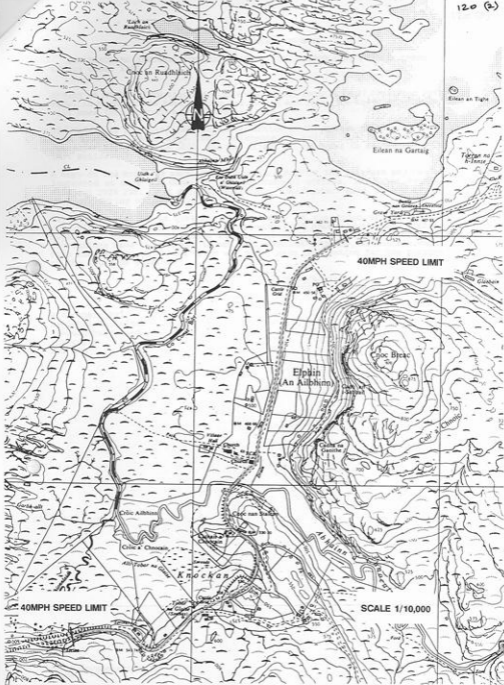
Senior Deputy
Director of Law and
Administration



SCHEDULE

LENGTH OF ROAD AFFECTED

Route A835 Ullapool to Ledmore Road, at Elphin, Sutherland from a point 315 metres or thereby west of a point in line with the western gable of the property known as Greenside, eastwards then northeastwards to a point 65 metres or thereby northeast of the centre line of Elphin School access road, a distance of 2.4 Kilometres or thereby.



PROPOSED 40MPH SPEED RESTRICTION-ELPHIN, A835

Site No: 39000100 Site Reference: 39000100
 Suth - A835 Elphin
 Speed Summary (Mon to Fri)-Lim From 28/07/2017 To 10/08/2017 Channel: Nb from Ullapool

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<16Mph	16-21	21-26	26-31	31-36	36-41	41-46	46-51	51-56	56-61	61-66	66-71	=>71
00:00	0	-	40.7	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	38.9	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	40.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	43.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	40.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	44.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	4	-	43.4	7.1	0	0	0	0	0	0	1	0	0	0	0	0	0
07:00	12	45.3	40.2	5.2	0	0	0	0	1	4	3	1	0	0	0	0	0
08:00	27	45.3	39.3	6.8	0	0	0	0	6	9	6	4	0	0	0	0	0
09:00	40	44.5	37.9	7	0	0	3	2	8	15	6	3	0	0	0	0	0
10:00	59	45	38.4	6.7	0	0	1	3	14	19	12	5	0	0	0	0	0
11:00	68	42	35.8	6.9	0	1	2	8	18	24	10	2	0	0	0	0	0
12:00	64	44.3	37.4	7.4	0	1	1	5	17	21	12	4	0	0	0	0	0
13:00	60	44.2	37.8	6.2	0	0	1	5	13	22	12	4	0	0	0	0	0
14:00	65	44.5	38.3	6.7	0	1	1	2	16	25	11	4	1	0	0	0	0
15:00	74	43.3	37.1	7.1	0	0	2	7	17	28	10	4	2	0	0	0	0
16:00	74	45.1	39.3	5.7	0	0	0	3	14	30	16	6	0	0	0	0	0
17:00	59	44.9	39.5	5.4	0	0	0	2	12	26	13	5	1	0	0	0	0
18:00	39	45	39.7	5.5	0	0	0	2	5	19	10	4	0	0	0	0	0
19:00	25	46	39.6	5.5	0	0	0	0	7	10	4	3	0	0	0	0	0
20:00	12	47.5	40.5	7.1	0	0	0	0	1	4	2	2	0	0	0	0	0
21:00	9	-	39.7	7.3	0	0	0	0	2	3	0	0	0	0	0	0	0
22:00	5	-	41.1	7.7	0	0	0	0	1	0	0	0	0	0	0	0	0
23:00	2	-	44.3	-	0	0	0	0	0	0	0	0	0	0	0	0	0

12H,7-19	640	44.3	38.2	5.9	0	4	11	36	142	243	123	45	4	0	0	0	0
18H,6-22	690	44.3	38.3	5.8	0	4	11	36	152	251	130	50	4	0	0	0	0
18H,6-24	696	44.3	38.3	5.8	0	4	11	36	153	252	130	51	4	0	0	0	0
24H,0-24	696	44.3	38.3	5.8	0	4	11	36	153	262	130	51	4	0	0	0	0

Am 10:45 - 05:00 - 11:00 11:00 09:00 11:00 10:45 10:45 10:30 10:00 10:00 08:30 07:30 07:15 -
 Peak 70 - 44.2 - 1 2 3 8 18 25 12 5 1 1 0 0 -

Pm 15:15 - 23:00 - 13:30 15:00 14:45 15:00 15:00 15:15 16:00 16:15 15:00 15:45 19:00 - -
 Peak 75 - 44.3 - 1 1 2 7 18 31 17 7 2 1 0 - -

Collated from 15 min. Created at 15:54:40 on 22 Aug 2017

Site No: 39000100 Site Reference: 39000100
 Suth - A835 Elphin
 Speed Summary (Mon to Fri)-Lim From 28/07/2017 To 10/08/2017 Channel: Sb towards Ullapool

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<16Mph	16-21	21-26	26-31	31-36	36-41	41-46	46-51	51-56	56-61	61-66	66-71	=>71
00:00	1	-	43.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	42.9	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	41	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	31.8	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	41.3	-	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	35.3	-	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	4	-	41.9	10.6	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	10	48.8	42	7.7	0	0	0	0	1	3	2	1	0	0	0	0	0
08:00	26	46.6	39.1	8.4	0	0	0	1	6	8	5	3	0	0	0	0	0
09:00	47	44.6	38.1	7.2	0	0	0	4	10	16	11	2	0	0	0	0	0
10:00	68	43.6	37	7.1	0	1	2	5	18	24	11	4	0	0	0	0	0
11:00	70	43.9	36.3	8.1	1	0	4	8	18	21	10	4	0	0	0	0	0
12:00	52	44.9	38.1	6.4	0	0	1	4	15	14	11	3	1	0	0	0	0
13:00	55	44.8	38.4	7.2	0	0	0	3	14	18	11	4	1	0	0	0	0
14:00	54	45	38.9	6.3	0	0	0	4	10	20	14	4	0	0	0	0	0
15:00	60	44.6	37.2	8.8	1	2	1	5	14	18	14	5	1	0	0	0	0
16:00	61	46	40.1	5.9	0	0	0	3	11	21	16	6	2	0	0	0	0
17:00	60	46.3	40	7.4	1	0	0	1	8	22	17	8	3	0	0	0	0
18:00	40	47.4	41.3	6.1	0	0	0	0	6	12	12	4	3	0	0	0	0
19:00	20	48	41.6	6.2	0	0	0	1	0	6	6	5	0	0	0	0	0
20:00	17	47.7	41.9	6.6	0	0	0	0	3	5	5	4	0	0	0	0	0
21:00	10	-	42.3	5.2	0	0	0	0	2	3	2	0	0	0	0	0	0
22:00	6	-	38	4.7	0	0	0	0	2	1	0	0	0	0	0	0	0
23:00	3	-	42.6	4.2	0	0	0	0	0	0	0	0	0	0	0	0	0

12H,7-19	602	45.1	38.6	6.6	3	4	8	39	132	196	135	50	13	0	0	0	0
18H,6-22	654	45.3	38.8	6.6	3	4	8	40	135	210	149	61	13	0	0	0	0
18H,6-24	663	45.3	38.8	6.5	3	4	8	40	135	212	151	61	13	0	0	0	0
24H,0-24	666	45.3	38.8	6.5	3	4	8	40	135	212	152	61	13	0	0	0	0

Am 10:30 - 00:30 - 11:00 09:45 11:00 10:45 10:30 10:00 10:15 11:00 07:45 11:00 11:00 - -
 Peak 72 - 47.9 - 2 1 4 8 21 24 12 5 2 0 0 - -

Pm 15:15 - 23:00 - 15:00 14:45 15:15 14:45 12:00 15:15 17:15 16:00 16:30 14:45 12:00 17:15 18:00
 Peak 64 - 42.6 8.8 2 3 1 5 15 23 17 7 3 1 0 0 0 0 -

Collated from 15 min. Created at 15:54:40 on 22 Aug 2017



Appendix C - Elphin Speed Limit Analysis

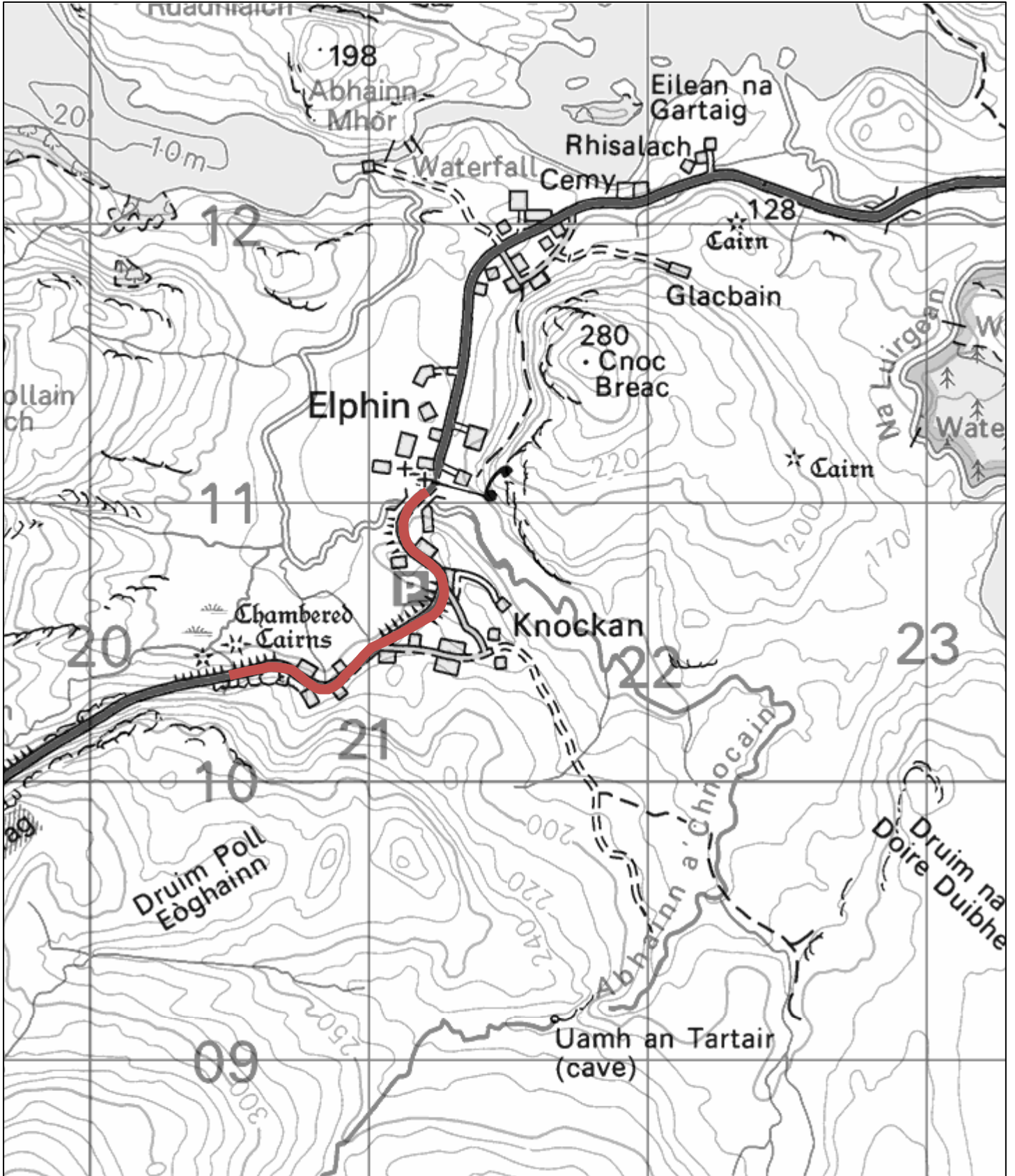
A835

Speed limits are set in accordance with the guidance provided in DfT 01/2013 "Setting Local Speed Limits"

Issue	Comment	Determination on Specific Issues	Conformance with Guidelines		
			None	Partial	Full
Road Function	A835 Strategic with local access	Is not suitable for further reduction of speed limit	None		
Road Geometry					
Design speed	Calculated using TD9/93 Highway Link Design in the Design Manual for Roads and Bridges produces a design speed for the stretch of road within the current 40mph limits of 50mph	Is not suitable for further reduction of speed limit	None		
Public road junctions	Calculated using TD9/93 Highway Link Design in the Design Manual for Roads and Bridges produces a design speed for the stretch of road within the current 40mph limits of 50mph	Is not suitable for further reduction of speed limit	None		
Bends	Calculated using TD9/93 Highway Link Design in the Design Manual for Roads and Bridges produces a design speed for the stretch of road within the current 40mph limits of 50mph	Is not suitable for further reduction of speed limit	None		
Accesses	Calculated using TD9/93 Highway Link Design in the Design Manual for Roads and Bridges produces a design speed for the stretch of road within the current 40mph limits of 50mph	Is not suitable for further reduction of speed limit	None		
Road Environment					
Rural	Elphin is situated on the A835 with most houses built back from the edge of the road with open land in front of them. It is currently the subject of a 20mph Road Traffic Order and has gateway signs, Countdown signs and yellow backed junction signs in place along with a permannet Smiley face sign.	Is not suitable for further reduction of speed limit	None		
Development					
The majority of houses do not front onto the A835	With reference to TAL 1/04 Edderton does not fall into the 'village' category and a therefore 30mph speed limit is not appropriate.	Is not suitable for further reduction of speed limit	None		
Traffic Composition					
Traffic Survey July/ August 2017	The mean speeds are 38.3 and 38.8 which are both below the posted 40mph speed limit	This confirms that the 40mph Traffic Order is appropriate in this location	None		
Accident and Casualty Savings					
Accident statistics over the last 5 years - Appendix E	Statistics show two slight injury accideents and one damage only accident opver the last 5 years	This does not support a reduction in the speed limit	None		
Traffic Flows and Emissions					

	There will be no effect on traffic flows by the reduction of speed limit. Emissions will be very slightly reduced by the introduction of speed limit	Speed limit reduction would see no change to traffic flows. Speed limit reduction would see slight reduction in CO2 emissions.		Partial	
Journey Times for Motor Vehicles					
	A reduction to 30mph over 598m (length of current restriction) will result in an additional 68 seconds to the journey time	Speed limit reduction will increase journey time by just over 1 minute	None		
Journey Time Reliability					
	No effect	No impact			
Environmental Impact					
	A reduction in speed would see a decrease in CO ₂ emissions although this would be minimal. There would be a cost for the manufacture and erection of new signs but again this is likely to be minimal	No impact			
Public Anxiety					
Severance by fast moving traffic	Elphin is severed by traffic on the A835 but the mean speed of the traffic is below the speed limit.	A reduced speed limit would not significantly improve the ability to cross the road as the traffic volumes are low.	None		
Conditions/Facilities for Vulnerable Road Users					
	There is no footway between the Hall and the rest of the village. A SID has been erected to monitor and warn motorists about the speed limit	Reduction in speed limit will not improve access for vulnerable road users.	None		
Cost of Engineering Works					
	Introduction of 30mph - significant (>£25000)	New speed limit signs and repeater signs and traffic order	None		
	Maintain 40mph - minimal £1000				
Visual Impact of the Works					
	Minimal	No impact			
Enforcement					
	Current speeds would adhere to the 40mph limit. Lowering the speed limit to 30mph will require significant enforcement given the current average speed of just over 38mph	40mph little enforcement required. 30mph will require significant enforcement by Police Scotland	None		

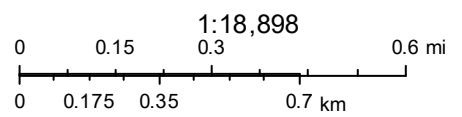
Elphin - (Possible 30mph limits)

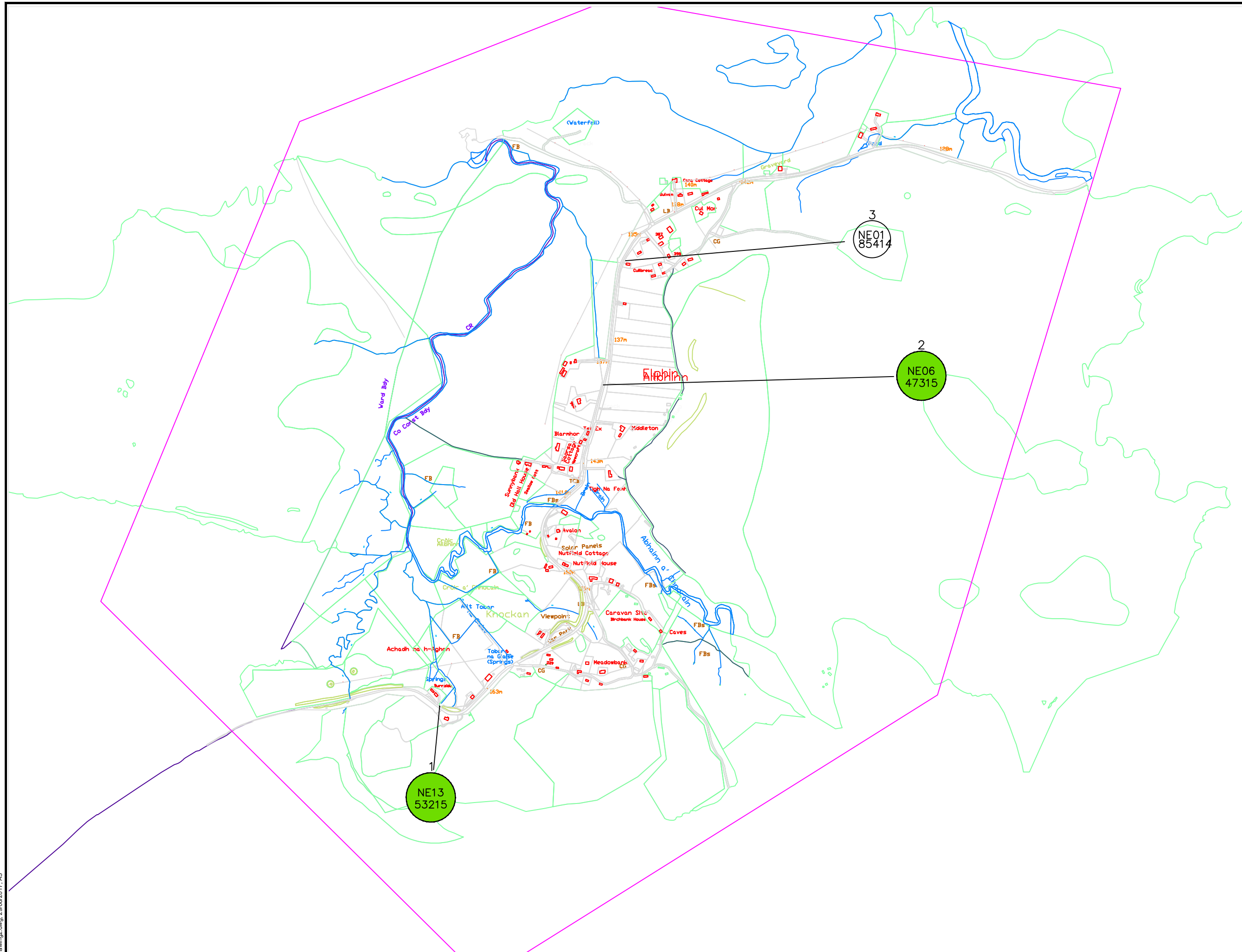


August 28, 2017

Lines

█ Override 1





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Accident Severity

- ▲ Fatal
- Serious
- Slight
- Damage
- P Pedestrian
- Search Extents

Revision Details	Drawn By	Check By	Check Date	Surf

The Highland Council
Comhairle na Gàidhealtachd

DEVELOPMENT & INFRASTRUCTURE

ROAD SAFETY TEAM
 HQ
 GLENURQUHART ROAD
 INVERNESS IV3 5NX

Phone : 01463 252930
 Fax : 01463 252930

Project
Elphin
Accident Plot
31.03.12 - 30.03.17

Title	
Scale (at A3)	
Drawn	Date
LM	29.08.17
Checked	Date
Project No:	
Drawing No:	Rev:

Accident Date BETWEEN '31-Mar-2012' AND '30-Mar-2017' AND Accident Severity BETWEEN 1 AND 4

No.	Area I/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street				
1	S12000017	NE1353215	Slight	Tuesday	28/07/2015	16:15	220791/910353						
Location: A832 AT ELPHIN 1st Rd: A835 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
40 MPH	Single c'way	NotJCT	Daylight		Rain	Wet	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Rt hand bend	S N	On main	Not at	Over	None	O/s & reboun	Sign	Male	19	-ve
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	19	Slight	No	Not ped	Not ped	Not ped	Other			
2	1	Passenger	Male	19	Slight	Front	Not ped	Not ped	Not ped	Other			
Description: VEH 001 WAS TRAVELLING NORTHWARDS ON THE A835 AT THE TIME / DATE GIVEN. ON NEGOTIATING A TIGHT RIGHT HAND BEND AS VEH 001 ENTERED THE VILLAGE OF ELPHIN THE DRIVER HAS OBSERVED ONCOMING TRAFFIC WHICH DUE TO THE NARROWNESS OF THE ROAD THOUGHT IT MAYBE SLIGHTLY CLOSE AND AS SUCH ELECTED TO MOVE INTO THE NEARSIDE.ON MOVING INTO THE NEARSIDE VEH 001 HAS CAUGHT THE VERGE WITH THE DRIVER OVER COMPENSATING AND THE VEHICLE THEN CROSSED OVER ONTO THE OFFSIDE OF THE CARRIGEWAY. THE VEHICLE HAS MOUNTED THE OFFSIDE VERGE COLLIDING WITH A ROAD SIGN AND THEN ROLLED ONTO AND OVER IT'S OFFSIDE BEFORE COMING TO REST ACROSS THE NORTH BOUND SIDE OF THE CARRIGEWAY.NO OTHER VEHICLES INVOLVED.													
User Information:													
2	S12000017	NE0647315	Slight	Tuesday	14/04/2015	17:10	221323/911397						
Location: A835 TRUNK ROAD AT AN AREA KNOWN AS ELPHIN 1st Rd: A835 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
40 MPH	Single c'way	NotJCT	Daylight		Rain	Wet	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	O/T mov veh	S N	On main	Not at	No	None		None	Male	51	-ve
2	Car	No	Going ahead	N S	On main	Not at	No	None	Nearside	None	Male	56	-ve
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	51	Slight	No	Not ped	Not ped	Not ped	Other			
2	2	Drv/Rider	Male	56	Slight	No	Not ped	Not ped	Not ped	Other			
Description: CIRCUMSTANCES ARE: VEHICLE 001 WAS TRAVELLING NORTHWARDS ON THE MAIN A835 ROAD THROUGH AN AREA KNOWN AS ELPHIN, TOWARDS THE VILLAGE OF LOCHINVER. VEHICLE 002 WAS TRAVELLING SOUTHWARDS, ALSO ON THE A835 THROUGH ELPHIN.VEHICLE 001 CROSSED INTO THE OPPOSING CARRIGEWAY TO OVERTAKE ANOTHER VEHICLE ALSO TRAVELLING NORTHWARDS, COLLIDING HEAD ON WITH VEHICLE 002. THIS WAS WITHIN THE 40MPH LIMITS OF THE VILLAGE. VEHICLE 001 CAME TO REST ACROSS BOTH CARRIGEWAYS AT RIGHT ANGLES TO THE ROAD AND SUSTAINED EXTENSIVE FRONTAL DAMAGE. VEHICLE 002 CAME TO REST JUST ON THE EDGE OF THE SOUTHBOUND CARRIGEWAY AND ALSO SUSTAINED EXTENSIVE FRONTAL DAMAGE.													
User Information:													
3	S12000017	NE0185414	Damage	Sunday	16/02/2014	08:25	221395/911800						
Location: A835 PUBLIC ROAD AT ELPHIN, SUTHERLAND SHIRE 1st Rd: A835 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
0 MPH	0.00	Unknown					None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	0.00	No		Uk Uk	On main	Not at	No	None		None	Female	43	N/A
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
Description:													
User Information:													