

From: redacted reg 11(2)
To: redacted reg 11(2)
Cc: redacted reg 11(2)
Subject: RE: A7 - Action Group - Waiting restrictions in Langholm
Date: 17 June 2016 07:12:00
Attachments: [A7 Langholm Poster_160616.pdf](#)

Dear ^{redacted reg 11(2)}

I have been advised that the road safety team and Dumfries & Galloway Council will be holding a consultation event for the 20mph speed limit on Tuesday 28th June.

The flyer is attached.

Regards



redacted reg 11(2)

Area Manager South East
Network Maintenance
Trunk Road and Bus Operations.

redacted reg 11(2)

Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

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Transport Scotland, the national transport agency
Còmhdaidh Alba, buidheann nàiseanta na còmhdaidh

From: redacted reg 11(2)
Sent: 13 June 2016 09:26
To: redacted reg 11(2)
Cc: redacted reg 11(2)
Subject: A7 - Action Group - Waiting restrictions in Langholm

Dear ^{redacted reg 11(2)}

It was good to meet the members of the A7 Action Group on 2nd June and hear their concerns.

I made a commitment to get back to you regarding the long standing topic of waiting restrictions in Langholm. I have looked through the file again and I can see that there is clearly no consensus within the Community on a solution.

A draft Order was published in 2011 and a number of objections were received. Some of these made reference to vehicle speeds through Langholm which currently has a 30mph speed limit. There are proposals to implement a 20mph speed limit through Langholm and our road safety team will present this to the Community in the near future.

If the Community agrees to the 20mph speed limit being established I think that would be the right time to move forward with the draft Order process again.

I will advise you of the date for the community consultation event for the proposed 20mph scheme when the road safety team let me know.

Yours sincerely



redacted reg 11(2)

Area Manager South East
Network Maintenance
Trunk Road and Bus Operations.

redacted reg 11(2)

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Buchanan House
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Langholm Town Centre 20mph Speed Limit: Public Consultation

12noon – 8pm, Tuesday 28th June 2016

Buccleuch Centre
Buccleuch Square
Langholm
Dumfries & Galloway
DG13 0AW

A chance to meet and discuss proposals for a 20mph speed limit for the A7 and surrounding roads in Langholm town centre with representatives of Amey and Dumfries and Galloway Council
www.scottishtrunkroadsse.amey.co.uk



From: redacted reg 11(2)
To: redacted reg 11(2)
Cc: redacted reg 11(2)
Subject: RE: Langholm 20mph
Date: 05 January 2017 07:46:49
Attachments: [image005.png](#)
[image006.jpg](#)
[image007.jpg](#)
[image008.png](#)

redacted reg 11(2)

I think I'm almost there.

I need redacted reg 11(2) to amend the Order with a number of changes to the 'old' version and the Statement of Reasons (redacted reg 11(1) not back until Monday) and I need Amey to amend the existing drawings (Plans 1 & 2).

redacted reg 11(2), do you have electronic versions of Plans 1 & 2 that can be amended?

Regards



redacted reg 11(2)

Area Manager South East
Network Maintenance
Trunk Road and Bus Operations.
redacted reg 11(2)

Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

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Transport Scotland, the national transport agency
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From: redacted reg 11(2) (TRANS)
Sent: 08 December 2016 10:41
To: redacted reg 11(2)
Cc: redacted reg 11(2)
Subject: RE: Langholm 20mph

Hi redacted reg 11(2),

That's good news that D&G are ready to go with their 20mph Order for the local roads. As you know the Order for the 20mph speed limit on the A7 is with our Admin Team (redacted reg 11(1) and awaiting confirmation of the Waiting Restrictions Order schedule so they can both be advertised together.

redacted reg 11(2) has been completing the schedule for the waiting restrictions so I have copied him in to this email for his info.

redacted re:, any idea when this is likely to be ready to proceed to the advertising stage?

redacted reg 11 when the two Orders from our end are ready to move forward can we ensure this is progressed in tandem with D&G's 20mph Order. It is noted that there were a number of objections to the proposed 20mph speed limit in 2014 and these are based on the concerns over sign clutter as a result of the necessary speed limit signs. It should be noted that if the trunk road and local authority roads are all covered by a 20mph speed limit zone, this would drastically reduce the number of speed limit signs required as there would be no requirement to sign each individual side road. The start and end of the zone on the A7 trunk road would potentially be all the signs necessary. Can this be pointed out in the advert as it could appease the population of Langholm?

redacted reg 11(2), I have no issue with passing a copy of the Langholm 20mph consultation report to redacted reg 11 at D&G.

Regards

redacted reg 11(2)

redacted reg 11(2)

Road Safety Manager (South)
Trunk Road and Bus Operations

redacted reg 11(2)
Email: redacted reg 11(2)

Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF

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From: redacted reg 11(2)
Sent: 02 September 2016 15:44
To: redacted reg 11(2)
Subject: Langholm 20mph

redacted reg 11(2)

I think I might have made an error an misplaced the report for Langholm 20mph could you send me it through again please?

Regards

redacted reg 11(2)

redacted reg 11(2)

Strategic Road Safety Officer
Strategic Road Safety
Trunk Roads and Bus Operations

redacted reg 11(2)

8 Floor North
Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

www.transport.gov.scot

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Tha am post-d seo (agus faidhle neo ceanglan còmhla ris) dhan neach neo luchd-ainmichte a-mhàin. Chan eil e ceadaichte a chleachdadh ann an dòigh sam bith, a' toirt a-steach còraichean, foillseachadh neo sgaoileadh, gun chead. Ma 's e is gun d'fhuair sibh seo le gun fhiosd', bu choir cur às dhan phost-d agus lethbhreac sam bith air an t-siostam agaibh, leig fios chun neach a sgaoil am post-d gun dàil.

Dh'fhaodadh gum bi teachdaireachd sam bith bho Riaghaltas na h-Alba air a chlàradh neo air a sgrùdadh airson dearbhadh gu bheil an siostam ag obair gu h-èifeachdach neo airson adhbhar laghail eile. Dh'fhaodadh nach eil beachdan anns a' phost-d seo co-ionann ri beachdan Riaghaltas na h-Alba.

From: redacted reg
To: redacted reg 11(2)
Subject: RE: 20 MPH Langholm
Date: 30 March 2017 13:20:43
Attachments: [A7 - Langholm - 20mph Speed Limit Order 2014 \(Draft\) - Prior Consultation](#) - redacted reg 11(2)

Dear redacted
d reg

Please find attached Transport Scotland's official response to your comment received during the prior-consultation stage of the proposed Langholm 20 mph speed limit.

Regards

redacted
reg 11(2)

redacted reg
11(2)

Strategic Road Safety Officer
Strategic Road Safety
Trunk Roads and Bus Operations

redacted reg

My working days are Tuesday - Friday

8 Floor North
Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF
www.transport.gov.scot

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out of scope

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Direct Line: redacted reg 11(2)
redacted reg 11(2)

redacted reg 11(2) by email:
redacted reg 11(2)

Our ref:

Date:
30 March 2017

Dear redacted reg 11(2)

A7 Langholm 20 mph speed limit

Thank you for your email of 04 September 2014 regarding your objection to the proposed A7 Langholm 20 mph speed limit.

Road safety is of paramount importance to the Scottish Government. One of the areas identified that could contribute to improved strategic road safety on Scotland's trunk roads are the 20 mph trunk road pilots. Langholm has been selected as a pilot site following a review of the evidence, including accident statistics and speed survey data. This Traffic Regulation Order is being promoted to reduce the speed of vehicles along the section of the A7 within Langholm where there are a large number of pedestrian movements.

Twenty mph limits are very effective at protecting our most vulnerable road users, including children, pedestrians and cyclists. The primary aim is to reduce the number and severity of injury accidents by reducing the speed of vehicles. Research has shown that the risk of a pedestrian who is hit by a car being killed increases slowly until impact speeds of around 30 mph. Research shows that if you are hit by a vehicle travelling at 30 mph there is an 8% chance it will result in a fatality compared to a 1.5% when travelling at 20 mph. Elderly pedestrians have a much greater risk of suffering fatal injuries than other age groups. Unfortunately, since January 2011 up to and including 30 September 2016 there have been three injury accidents all involving pedestrians and vehicles within the proposed 20 mph limit in Langholm. All three of these injury accidents involved elderly pedestrians over the age of 60.

In addition to the road safety benefits, it is important to highlight the contribution that a 20 mph limit can have in encouraging more physical activity such as walking and cycling, by contribution towards a safer environment. This can be particularly beneficial during tourist season where there is likely to be a number of pedestrian and road users whom are unfamiliar with Langholm.

Transport Scotland is working closing with officials from Dumfries and Galloway Council regarding the 20 mph proposal for the A7 through Langholm. Dumfries and Galloway Council are proposing 20 mph limits for the local roads to tie into those proposed on A7 trunk road. It is

the intention of Transport Scotland and Dumfries and Galloway Council to publish the proposed 20 mph orders for both the Trunk Road and the local roads in tandem.

I understand your concerns regarding the number of signs which may need to be erected due to the new 20 mph speed limit, however as the local roads connected to the A7 trunk road will also become 20 mph speed limits there will be no requirement to erect terminal signs on any side streets through the village. This significantly reduces the number of signs required for this new speed limit with signs only required at the start and end of the limit on the A7 trunk road and minimal number of small repeater signs and roundel road markings required. In addition to this we have instructed our Operating Company for the South East, Amey to undertake an exercise through Langholm to rationale signage on the A7. This will look at the provision of existing traffic signs and where possible removal of redundant signs or to merge existing signage in order to reduce sign clutter.

Whilst I appreciate the concerns raised, I hope that this explanation responds to the comments you raised as well as providing sufficient clarity on the considerations made and the rationale behind the proposal. As your letter was received during the prior-consultation stage and out with the formal objection period, we are unable to treat your comments as a formal objection. We intend to advertise the proposed A7 Langholm 20 mph Speed Limit Order in the coming weeks, at which point the formal objection period will commence. Should you wish to do so, you will be able to submit a formal objection to the proposed Order during the specified objection period. The intention to promote the proposed order and the dates for the formal objection period will be advertised in your local newspaper and on the Transport Scotland website. It is also intended to formalise the parking restrictions on the A7 through Langholm and we are taking the opportunity to promote these Orders simultaneously.

I hope this is helpful.

Yours sincerely

redacted reg 11(2)

redacted reg 11(2)

Strategic Road Safety Officer

redacted
By email: redacted reg 11(2)

Our ref:

Date:
30 March 2017

Dear redacted

A7 Langholm 20 mph speed limit

Thank you for your email of 24 September 2014 regarding your objection to the proposed A7 Langholm 20 mph speed limit.

Road safety is of paramount importance to the Scottish Government. One of the areas identified that could contribute to improved strategic road safety on Scotland's trunk roads are the 20 mph trunk road pilots. Langholm has been selected as a pilot site following a review of the evidence, including accident statistics and speed survey data. This Traffic Regulation Order is being promoted to reduce the speed of vehicles along the section of the A7 within Langholm where there are a large number of pedestrian movements.

Twenty mph limits are very effective at protecting our most vulnerable road users, including children, pedestrians and cyclists. The primary aim is to reduce the number and severity of injury accidents by reducing the speed of vehicles. Research has shown that the risk of a pedestrian who is hit by a car being killed increases slowly until impact speeds of around 30 mph . Research shows that if you are hit by a vehicle travelling at 30 mph there is an 8% chance it will result in a fatality compared to a 1.5% when travelling at 20 mph. Elderly pedestrians have a much greater risk of suffering fatal injuries than other age groups. Unfortunately, since January 2011 up to and including 30 September 2016 there have been three injury accidents all involving pedestrians and vehicles within the proposed 20 mph limit in Langholm. All three of these injury accidents involved elderly pedestrians over the age of 60.

In addition to the road safety benefits, it is important to highlight the contribution that a 20 mph limit can have in encouraging more physical activity such as walking and cycling, by contribution towards a safer environment. This can be particularly beneficial during tourist season where there is likely to be a number of pedestrian and road users whom are unfamiliar with Langholm.

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Whilst I appreciate the concerns raised, I hope that this explanation responds to the comments you raised as well as providing sufficient clarity on the considerations made and the rationale behind the proposal. As your letter was received during the prior-consultation stage and out with the formal objection period, we are unable to treat your comments as a formal objection. We intend to advertise the proposed A7 Langholm 20 mph Speed Limit Order in the coming weeks, at which point the formal objection period will commence. Should you wish to do so, you will be able to submit a formal objection to the proposed Order during the specified objection period. The intention to promote the proposed order and the dates for the formal objection period will be advertised in your local newspaper and on the Transport Scotland website. It is also intended to formalise the parking restrictions on the A7 through Langholm and we are taking the opportunity to promote these Orders simultaneously.

I hope this is helpful.

Yours sincerely

redacted reg 11(2)

redacted reg 11(2)

Strategic Road Safety Officer

Development Management & Strategic Road Safety
Trunk Road and Bus Operations

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Direct Line: redacted reg
redacted reg 11(2)



redacted reg 11(2)
redacted reg
11(2)
Langholm, Ewes and Westerkirk Community Council,
Westerkirk Schoolhouse
Bentpath
Langholm
DG13 0PB

Our ref:

Date:
07 April 2017

Dear redacted reg
11(2)

A7 Langholm 20 mph speed limit

Please find enclosed responses to the “objections” raised by residents of Langholm, which have been passed to Transport Scotland by the Langholm, Ewes and Westkirk Community Council in September 2014.

Unfortunately a large number of “objections” did not enclose a return address to enable me to provide a response directly. I have therefore enclosed Transport Scotland’s response to the individuals and would be grateful if where possible if the Community Council could distribute these letters to the named individuals. This will ensure that everyone who has taken the time to submit their comments receives a response.

Yours sincerely

redacted reg 11(2)

redacted reg 11(2)
Strategic Road Safety Officer

From: redacted reg 11(2)
To: redacted
Cc: redacted reg 11(2)
Subject: FW: A7 - Langholm - 20mph Speed Limit Order
Date: 11 April 2017 11:01:27
Importance: High

Hi ^{redacted reg 11(2)},

As per phone call last week, can you please forward the plans for this Order as soon as possible?

This will enable us to progress the statutory consultation in conjunction with the D&G 20mph speed limit Order.

Thanks

^{redacted reg 11(2)}

From: redacted reg 11(2)
Sent: 11 April 2017 10:27
To: redacted reg 11(2)
Cc: redacted reg 11(2)
Subject: A7 - Langholm - 20mph Speed Limit Order

Hi ^{redacted reg 11(2)},

^{redacted reg 11(2)} had advised me that you were hoping to receive plans for the above named Order yesterday (10/4)

Grateful if you could let me know if you have received these.

Many thanks,

^{redacted reg 11(2)}

redacted reg 11(2)

Network Administrator

Administration Team

Trunk Road and Bus Operations
redacted reg 11(2)

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Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF

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From: redacted reg 11(2)
Sent: 30 May 2017 09:32
To: redacted reg 11(2)
Cc: redacted reg 11(2)
Subject: A/ - Langholm - 20mph Speed Limit Order 201[]
Importance: High

Hi,

Grateful if you could get back to me by 2nd of June 2017.

Thanks,

redacted reg 11(2)

redacted reg 11(2)
Network Administrator
Administration Team
Trunk Road and Bus Operations
redacted reg 11(2)

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Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF



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From: redacted reg 11(2)
Sent: 10 May 2017 08:37
To: redacted reg 11(2)
Cc: redacted reg 11(2)
Subject: FW: A/ - Langholm - 20mph Speed Limit Order 201[]
Importance: High

Hi ^{redacted reg}

Re previous email below, I'd be grateful if you could pass this onto the correct member of staff who would deal with this.

Many thanks,
^{redacted reg 11}

redacted reg 11(2)
Network Administrator
Administration Team
Trunk Road and Bus Operations
redacted reg 11(2)
transport.gov.scot

Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF



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From: redacted reg 11(2)
Sent: 26 April 2017 15:01
To: redacted reg 11(2)
Cc: redacted reg 11(2)
Subject: A7 - Langholm - 20mph Speed Limit Order 201[]
Importance: High

Hi redacted reg 11(2)

Re above named Order, I would be grateful if you could clarify the following:

The road length description needs to be reframed to conform with the agreed best practice format. I.e. start and end points narrated by reference to adjoining roads or other permanent landmarks. The use of 'gable end' and numbered, and particularly named, buildings is only to be used when in a setting where there is difficulty in identifying more standard reference points. That does not appear to be a problem for this locality so the standard form should be used.

I would be grateful if you could get back to me by Tuesday 2nd May 2017.

Many thanks,

redacted reg 11(1)

redacted reg 11(2)
Network Administrator
Administration Team
Trunk Road and Bus Operations
redacted reg 11(2)
transport.gov.scot

Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF



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From: redacted reg 11(2)
Sent: 04 July 2017 11:20
To: redacted reg
Cc: redacted reg 11(2)
Subject: RE: A/ - Langholm - 20mph Speed Limit Order 201[]

Hi redacted
reg 11(2)

After having a look at the Order itself I have noticed that the description in the 1996 restricted roads order which TS have indicated is required to be revoked covers a distance of "1 mile or thereby" and the proposed 20 mph length is presently described as "363 metres or thereby" which is obviously a significantly lesser distance. I understand that TS wish the remainder of the road not subject to the new 20 mph limit to continue be covered by a 30 mph limit and it is not your intention to remove the restricted road status and let it fall to the national speed limit for that type of road. In which case you will require to describe the lengths of road which are to be subject to a 30 mph limit so that I may make provision for them in the new order. .

Also , can you produce an updated plan reflecting the various lengths to be covered and it may be helpful to us to show what is new and what will in effect remain the same. It would certainly be helpful to me for the old section of restricted road to be indicated so that we can be sure that the new provision is applying to everything that used to have coverage by way of the classification as restricted.

With regard to 'derestricting' the section of road, it will not be sufficient to revoke the 1996 Order as it only amended the Trunk Roads (Restricted Roads) (Dumfriesshire) Order 1975 and even with revocation of the 1996 instrument the relevant part of the 1975 Order would remain extant.

Grateful if you could get back to me by the 17th of July 2017.

Many thanks,
redact
ed

redacted reg
Network Administrator
Administration Team
Trunk Road and Bus Operations
redacted reg
11(2)

From: redacted reg

Sent: 04 August 2017 09:59

To: redacted reg 11(2)

Cc: redacted reg 11(2)

Subject: FW: A7 - Langholm - 20mph Speed Limit Order 201[]

Hi redacted
redacted

Are there any updates on this Order at your end?

Note – I will no longer be in this post from today 4th August 2017. Can you please send any future correspondence to redacted reg 11(2) (Copied).

Many thanks,

redacted
redacted

redacted reg

Network Administrator

Administration Team

Trunk Road and Bus Operations

redacted reg

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Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF



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1475/75

STATUTORY INSTRUMENTS

1975 No 774
ROAD TRAFFIC

The Trunk Roads (Restricted Roads) (Dumfriesshire) Order 1975

Made 30 April 1975
Coming into operation 14 May 1975

In exercise of the powers conferred on him by sections 72(3), 73(1)(a) and (2) and 84B(1) of the Road Traffic Regulation Act 1967(a) as amended by Part II of the Transport Act 1968(b) and of all other powers enabling him in that behalf and having complied with Part II of the Secretary of State's Traffic Orders (Procedure) (Scotland) Regulations 1973(c), the Secretary of State hereby directs as follows:-

1. This order may be cited as the Trunk Roads (Restricted Roads) (Dumfriesshire) Order 1975 and shall come into operation on 14 May 1975.
2. The Interpretation Act 1889(d) shall apply for the interpretation of this order and the orders hereby revoked as it applies for the interpretation of an Act of Parliament.
3. The following orders are hereby revoked:-
 - (a) The Trunk Roads (Built Up Areas) (Scotland) (No 3) Order 1956(e);
 - (b) The Trunk Roads (Built Up Areas) (Scotland) (Amendment) Order 1959(f);
 - (c) The Trunk Roads (Restricted Roads) (Scotland) (No 3) Order 1972(g).
4. At 11.59 pm on 14 May 1975, each of the lengths of road specified in the Schedule to this order shall cease to be a restricted road for the purpose of section 71(1) of the Road Traffic Regulation Act 1967 as amended (which imposes a speed limit of 30 mph on a restricted road).
5. At 00.01 am on 15 May 1975, each of the lengths of road specified in the Schedule to this order shall become a restricted road for the purpose of section 71(1) of the Road Traffic Regulation Act 1967 as amended (which imposes a speed limit of 30 mph on a restricted road).

Given under the Seal of the Secretary of State for Scotland.

redacted reg 11(2)

Assistant Secretary

Scottish Development Department
St Andrew's House
Edinburgh
30 April 1975

- (a) 1967 c.76
- (b) 1968 c.73
- (c) SI 1972/1121 (1973 II)
- (d) 1989 c.63
- (e) SI 1956/1542
- (f) SI 1959/689 (1959)
- (g) SI 1972/991

SCHEDULE

1. The Edinburgh-Carlisle Trunk Road (Route A7) in the County of Dumfries -
 - (a) At Langholm from a point 36 yards or thereby south of the junction with Milntown unclassified road (Route U255) to a point 27 yards or thereby south east of the junction with Hallpath, a distance of 1037 yards or thereby.
 - (b) At Canonbie from a point 91 yards or thereby north of the junction with Route B6357 from Jedburgh, at Canonbie Bridge, to a point 221 yards or thereby south east of the junction with Route B6357 from Annan, at Crosskeys Hotel, a distance of 957 yards or thereby.
2. The Gretna-Stranraer Trunk Road (Route A75) in the County of Dumfries -
 - (a) At Crossways, Gretna from the junction with Route B721 to a point 150 yards or thereby west of the junction with Victory Avenue (Route C68), a distance of 1046 yards or thereby.
 - (b) At Eastriggs from a point 20 yards or thereby south east of the junction with Vancouver Road (Route G40) to a point 123 yards or thereby south west of the junction with Eastriggs Station - Greca Road (Route G43), a distance of 1381 yards or thereby.
 - (c) At Dornock from a point 287 yards or thereby east of the junction with Bellevue Road (Priestholm Unclassified Road U203) in a westerly direction for a distance of 617 yards or thereby.
 - (d) At Annan from a point 47 yards or thereby south east of the junction with Matchhall Unclassified Road (Route U140) to a point 140 yards or thereby north west of the junction with Battery Street, a distance of 1365 yards or thereby.
 - (e) At Collin from a point 176 yards or thereby south east of the junction with Collin - Heck Unclassified Road (Route U56) to a point 250 yards or thereby west of the junction with Collin - Jericho Bridge Road (Route G8), a distance of 566 yards or thereby.
3. The Dumfries-Kilmarnock Trunk Road (Route A76) in the County of Dumfries -
 - (a) At Thornhill from a point 18 yards or thereby south east of the junction with Cairakinna Crescent Unclassified Road (Route 417) to a point 20 yards or thereby south east of the junction with Dalry-Edinburgh via Thornhill Principal Road (Route A702), a distance of 756 yards or thereby.
 - (b) At Carronbridge from a point 11 yards or thereby south of the junction with Carronbridge-Burn-Mitchellsacks Unclassified Road (Route U475) in a generally northerly direction for a distance of 376 yards or thereby.
 - (c) At Sanguhar from a point 48 yards or thereby north west of the junction with Castlemains Unclassified Road (Route U431) to a point 13 yards or thereby south east of the junction with Blackaddie Road (Route C128), a distance of 1281 yards or thereby.

(d) At Kirkcanel from a point 352 yards or thereby east of the junction with Kellobank Unclassified Road (Route U455), at Holmhead, to a point 27 yards or thereby north west of the junction with Kirkland Unclassified Road (Route U460), a distance of 1277 yards or thereby.

4. The Dumfries-Beattock Trunk Road (Route A701) in the County of Dumfries, from the Dumfries Burgh Boundary in a northerly direction for a distance of 170 yards or thereby.

From: redacted reg 11(2)
To: redacted reg 11(2)
Cc: redacted reg 11(2)
Subject: RE: Langholm 20mph speed limit proposals
Date: 04 August 2017 11:42:50

redacted reg 11(2)

I'm dealing with this from the SRS team. Due to the amount of comments we had received in the prior consultation stage (in the region of 300) expressing their objection to the 20 mph our legal colleagues advised that we should separate the waiting and loading from the 20 mph and advertise them both separately in order to be able to address any potential objections separately .

This shouldn't affect the timings too much as we would be hoping to advertise the 20 mph order as shortly after the waiting and loading restrictions are advertised, and we are still hoping to promote the 20 mph in tandem with your local roads order.

Our admin team are currently working with Amey to fine tune the details of the draft order for the 20 mph and once this is finished and cleared by our legal team we will hopefully we should be in a position that we are ready to liaise with yourself over potential dates for advertising.

Regards

redacted reg 11(2)

redacted reg 11(2)

Strategic Road Safety Officer
Strategic Road Safety
Trunk Roads and Bus Operations

redacted reg 11(2)

redacted reg 11(2)

8 Floor North
Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

out of scope

From: redacted reg 11(2)
Sent: 04 August 2017 11:14
To: redacted reg 11(2)
Cc: redacted reg 11(2)
Subject: RE: Langholm 20mph speed limit proposals

redacted reg 11

The revised waiting and loading restrictions order is very close to going out for consultation with D&G Council and the police.

The 20mph zone will be promoted separately and is being dealt with by the SRS team.

Regards



redacted reg 11(2)

Area Manager South East
Network Maintenance
Trunk Road and Bus Operations.

redacted reg 11(2)

Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

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Transport Scotland, the national transport agency
Còmhdaidh Alba, buidheann nàiseanta na còmhdaidh

out of scope

From: redacted reg 11(2)
Sent: 2 / April 2017 / 07:24
To: redacted reg 11(2)
Cc: redacted reg 11(2)
Subject: RE: Langholm 20mph consultation - disabled spaces in Market Place

Thanks ^{redacted reg 11(2)}

I have forwarded this to our legal folk and I await their response.

Regards



redacted reg 11(2)

Area Manager South East
Network Maintenance
Trunk Road and Bus Operations.
redacted reg 11(2)

Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

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out of scope

From: redacted reg 11(2)
Sent: 26 April 2017 11:17
To: redacted reg 11(2)
Cc: redacted reg 11(2)
Subject: RE: Langholm 20mph consultation

Hi redacted reg 11

Our legal folk have asked to see your draft orders for the two disabled bays in Market Place (under section 32 of the RTRA 1984 ?).

Could you please forward a copy to me?

Regards



redacted reg 11(2)

Area Manager South East
Network Maintenance
Trunk Road and Bus Operations.

redacted reg 11(2)

Administration Team
Trunk Road and Bus Operations

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Direct Line: redacted reg 11(2)
redacted reg 11(2)



redacted reg 11(2)

Your ref:

Our ref:

Date:
29 March 2018

Dear redacted reg 11(2)

A7 TRUNK ROAD (LANGHOLM) (PROHIBITION OF WAITING, LOADING AND UNLOADING) ORDER 201[]

I refer to your email dated 06 February 2018 and your letter dated 12 February 2018 and note your concerns.

I can confirm that the existing parking areas on the northbound side between Waverley Road and Townfoot will be retained.

There are 'no waiting' zones currently in place to the north of the petrol station – the only amendment to these will be in the area outside of Douglas Hotel and the two commercial properties immediately to the south of the hotel, where 'loading and unloading' will now be permitted.

The draft Order will be published again in the Eskdale and Liddesdale Advertiser and notices will be placed around the town at the appropriate time.

With regard to the 20mph Speed Limit Order, Transport Scotland's work to promote it is ongoing.

I hope this is helpful.

Yours sincerely

redacted reg 11(2)

redacted reg 11(2)

Project Administrator

Administration Team
Trunk Road and Bus Operations

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Direct Line: redacted regs 11(2)
redacted regs 11(2)



redacted regs 11(2)

Your ref:

Our ref:

Date:
29 March 2018

Dear redacted regs 11(2)

A7 TRUNK ROAD (LANGHOLM) (PROHIBITION OF WAITING, LOADING AND UNLOADING) ORDER 201[]

I refer to your letter dated 07 February 2018 and note your concerns.

I can confirm that the existing parking areas on the northbound side between Waverley Road and Townfoot will be retained.

There are 'no waiting' zones currently in place to the north of the petrol station – the only amendment to these will be in the area outside of Douglas Hotel and the two commercial properties immediately to the south of the hotel, where 'loading and unloading' will now be permitted.

The draft Order will be published again in the Eskdale and Liddesdale Advertiser and notices will be placed around the town at the appropriate time.

With regard to the 20mph Speed Limit Order, Transport Scotland's work to promote it is ongoing.

I hope this is helpful.

Yours sincerely

redacted regs 11(2)

redacted regs 11(2)

Project Administrator

From: redacted regs 11(2)
To: redacted regs 11(2)
Cc: redacted regs 11(2)
Subject: RE: EXTERNAL: Re: Langholm deficit
Date: 11 November 2020 07:56:00

redacted reg

The Scottish Ministers are still considering making the 'Langholm Loading & Waiting Restrictions Order' which will prohibit waiting, loading and unloading. It is being promoted in the interests of improving road safety to prevent cars parking on the trunk road but allowing delivery vehicles to service businesses on the High Street but this can't take place during the Covid pandemic.

Unfortunately, following recent speed surveys, it has been decided (by Transport Scotland and Dumfries & Galloway Council) not to proceed with the 20mph zone.

If you have any further questions please let me know.

Regards



redacted regs 11(2)

Area Manager South East
Network Maintenance
Roads Directorate
redacted regs 11(2)

Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

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