National Strategy for 20mph

Road Assessment Guidance (June 2022)

1. Background

The National Strategy for 20mph (the Strategy) aims to expand 20mph speed limits across Scotland and will ensure all appropriate roads in built-up areas have a safer speed limit of 20mph by 2025. The strategy seeks to introduce a consistency for 20mph speed limits across the country, simplifying speed limits for drivers. It seeks to reduce perceptions of road danger, encourage people to walk, wheel and cycle, and create more pleasant streets and neighbourhoods by providing a more equitable balance between different road users and will contribute to the implementation of the safe system.

2. Purpose

To shape the direction of the strategy and gain agreement on the most appropriate route to implement 20mph speed limits, an assessment of the existing road network is required. The outcome of road assessment will assist in the decision making process and will be used to inform policy, guidance and Ministerial updates.

This guidance has been developed and approved through the National 20mph Sub Group, whose membership includes SCOTS (nine Scottish Local Authorities), Police Scotland, Sustrans and Transport Scotland) It sets out the place criteria (section 4) and the assessment process (section 5) to assist road authorities in the collection of the required information (section 12). Until the roads are assessed, it is not possible to determine the specific number of roads affected or the financial implications.

3. Definition of appropriate roads

Consideration was given to the term appropriate roads which is used in the 2021 Programme for Government commitment of "We will ensure **all appropriate roads** in built-up areas have a safer speed limit of 20mph by 2025, forming a task group to plan the most effective route for implementation".

For clarity and in the context of the national strategy for 20mph speed limits, an appropriate road is considered to be *all 30mph roads* unless after the road assessment a valid reason is provided as to why they should remain at a speed limit of 30mph.

4. Place Criteria

Identifying any of the following place criteria will help to indicate the 30mph roads which are considered appropriate for potential alteration to 20mph. The roads which remain at 30mph will typically be on A and B Class roads with little frontage activity and where people walking, wheeling and cycling do not need to share space with motor traffic.

A minimum road length for the speed limit is suggested between 400-600m. The length adopted will depend on the conditions at or beyond the end points.

a) Is the road within 100m walk of any educational setting (e.g. primary, secondary, further & higher education)

b) Does the number of residential and/or retail premises fronting the road (on one or both sides) exceed 20 over a continuous road length of between 400 - 600m. Other key buildings should also be considered such as a church, shop or school.

c) Is the road within 100m walk of any community centre, church, place of worship, sports facility, any hospital, GP or health centre.

d) Does the composition of road users imply a lower speed of 20 mph which will improve the conditions and facilities for vulnerable road users and other mode shift. (reflect on future plans such as active and sustainable travel, places for people, consider existing and potential levels of vulnerable road users)

e) Will the road environment, surrounding environment, community and quality of life impact (e.g. severance, noise, or air quality) be improved by implementing 20mph speed limits.

5. Assessment Process and Scope

To assist with the decision making a road assessment process has been set out as a flow chart which can be found at **Annex A.**

Existing 20mph Speed Limit

To apply a level of consistency for 20mph speed limits across Scotland, all roads which currently have an existing speed limit of 20mph should be assessed against the place criteria (section 4). If the road does not meet the place criteria the road authority can consider if speed reduction measures are required (section 12); or consider changing to 30mph, recording the details on the road assessment form.

Existing 30mph Speed Limit

The presumption is that most of the existing 30mph limits in towns and villages will be reduced to 20mph. However It is recognised that:

a) not all 30mph roads which meet the place criteria are appropriate for a 20mph speed limit.
b) there are 30mph roads which do not meet the place criteria but are suitable for 20mph.
c) there are some 30mph roads that will remain at 30mph.

For clarity, all 30mph roads should be assessed using the place criteria and the decision/details recorded in the road assessment form. This includes identifying if the existing 30mph road is a restricted road. In addition the roads which are considered appropriate to reduce from 30mph to 20mph should also be RAG rated (section 11) with the details recorded on the road assessment form.

Other Existing Speed Limits

For the purposes of the national strategy for 20mph, roads with a speed limit of 40mph or above are out of scope, however this does not prevent the road authority

from reviewing the speed limit independently. In line with current guidance" Setting local speed limit: guidance for local authorities "

6. Consideration of Wider Speed Reduction Measures

While assessing the road network road authorities should also consider requirements for speed reduction measures to support the credibility of the new speed limit and help encourage compliance so that no enforcement difficulties are created for Police Scotland to address. These should be recorded as a RAG rating (section 11), providing details and indicative cost in the road assessment form which will assist to indicate implementation costs.

Examples of speed reduction measures are: village gateways, road layout markings, repeater road markings, vehicle activated signs, raised junctions, rumble strips etc.

7. Road Adjustments for Short Sections

Short sections (400m or less) of 30mph road between two sections of 20mph roads should be assessed and adjusted to 20mph allowing for a continuous speed limit to apply depending on the road environment and characteristics.

8. Buffers Zones

It may be appropriate to consider an intermediate speed limit, in particular where there are roads with high approach speeds (50mph or above) or outlying houses beyond a village boundary.
Buffer zones should be of a sufficient length in order to allow drivers to adapt their speed in advance of the reduction to 20mph. Desirable minimum length of a buffer is 400m, depending on the road environment and characteristics, however this can be reduced at the discretion of the road authority for slower approach speeds (40mph or less).

9. Hamlets or Small Settlements

Where the characteristic of a settlement falls outside the definition of a village (20 or more properties directly fronting the road and a minimum length of 600m) and may have higher speeds running through them, road authorities are encouraged to use their discretion in deciding whether a lower speed limit is appropriate based on the road environment and characteristics.

10. Wider Road Policies

Consideration of wider road policies should be given, such as active travel infrastructure, reallocation of road space, bus partnership measures, climate change, low emission zones , 20 minute neighbourhoods and future developments (section 4). Introducing these wider policies alongside 20mph may allow for a joined up approach to planned delivery and allow resources to be combined.

11. Red-Amber-Green (RAG) Rating for Speed Reduction Measures

To give an indication on the potential wider speed management measures and the financial cost of implementation, when conducting the road assessment a RAG rating should be applied to the roads which may require changes and recorded in the road

assessment form (roads which remain unchanged do not need a RAG rating) as follows :

- Green – 20mph signing only
- Amber – may require speed reduction measures after an evaluation of the sign-only setting
- Red – will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset.

In addition to the RAG rating a brief explanation should be recorded as to what the proposed speed reduction measures are and the indicative costs, as well as identifying the name/location etc of the road and indicating whether the road is a restricted road and/or met the place criteria.

12. Road Assessment Details Required

Following the terms set out in this guidance note, please identify and update the road assessment form for your area with the number of existing:

1) **20mph roads remaining at 20mph.** (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph. Only RAG rate and record details in the road assessment form if the 20mph road may require speed reduction measures.)

2) **20mph roads changing to a 30mph.** (Assess 20mph roads and provide the total number of any roads increasing to 30mph. Record the details in the road assessment form.)

3) **30mph roads remaining at 30mph.** (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph. Record the details of roads remaining at 30mph in the road assessment form **highlight if the road is restricted and/or met the place criteria.)**

4) **30mph roads changing to 20mph.** (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph. RAG rate and record the details of those roads in the road assessment form, **highlight if the 30 mph road is restricted and/or met the place criteria**.

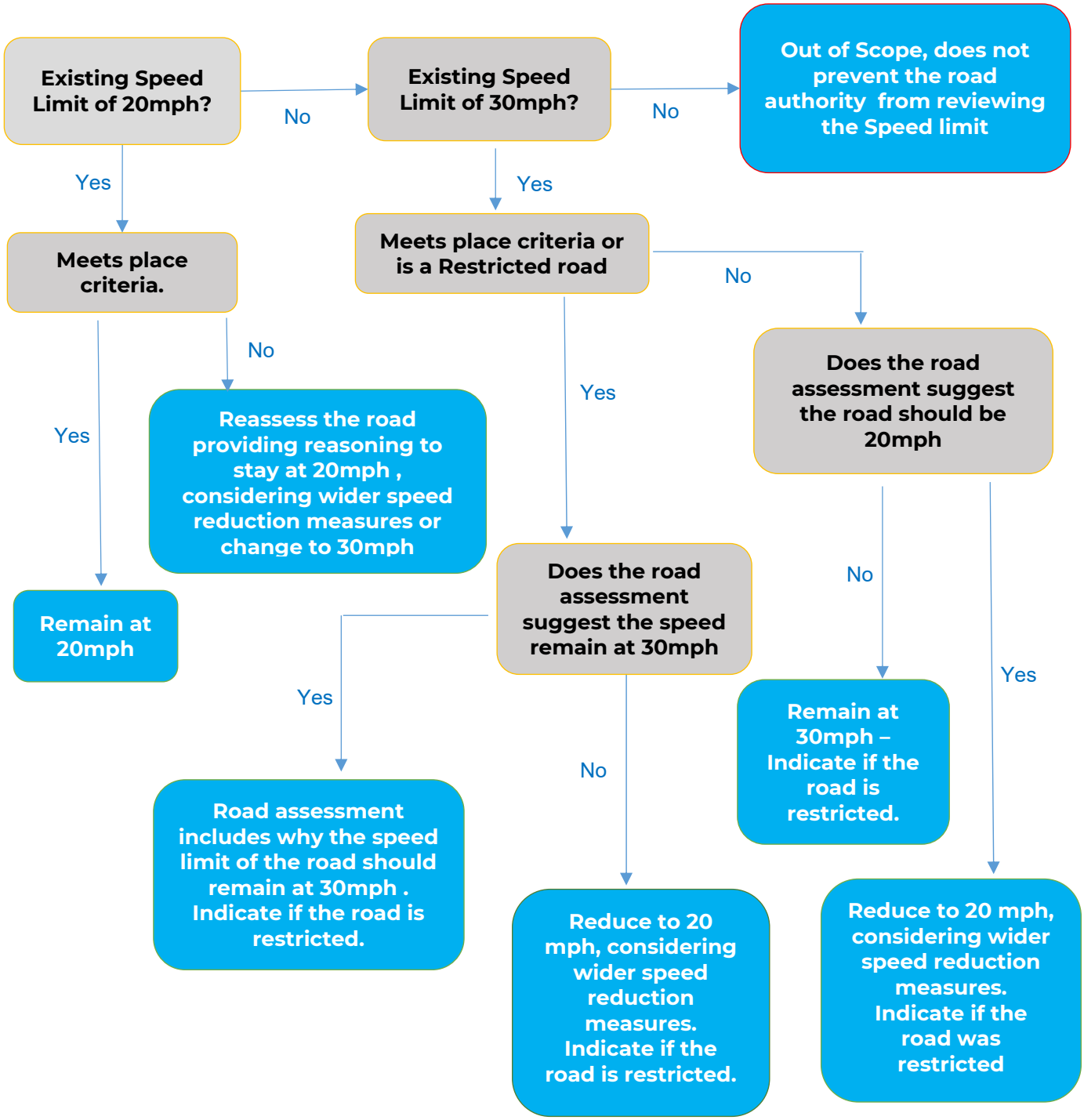
5) Provide a GIS map containing the current position for your area on existing 20 and 30mph roads

6) Provide a GIS map containing the proposed 20 and 30mph roads after the assessment.

13. Reporting outcomes

All road assessment information (section 12) should be returned to Transport Scotland at the following e-mail address Redacted – Regulation 11(2) no later than March 2023.

Annex A – Road Assessment



Annex B - Locations highlighted for consideration under the Road Assessment Guidance

Settlement name

Aberlour
Ardrishaig
Arisaig
Arrochar
Ballantrae
Beith
Benderloch
Biggar
Broadford
Brora
Cairnryan
Callander
Campbeltown
Carlops
Carronbridge
Comrie
Connel 1
Connel 2
Contin
Corpach
Coulter
Craigellachie
Crianlarich
Crieff
Crimond
Crocketford
Cromdale
Doune
Drumnadrochit
Dumfries 1
Dumfries 2
Dundee 1
Dundee 2
Dundee 3
Earlston
Elgin
Fairlie
Fort Augustus
Fort William 1
Fort William 2
Fort William 3
Fort William 4
Fraserburgh
Gilmerton
Girvan
Golspie
Greenock
Hawick
Helmsdale

Inverary
Inverness 1
Inverness 2
Jedburgh
Keith
Kilwinning
Kincardine
Kingussie
Kirkconnel
Kirkoswald
Kyle of Lochalsh
Langholm
Largs
Lauder
Lochawe
Lochearnhead 1
Lochearnhead 2
Lochgilphead
Mallaig
Mauchline
Maybole
Methven
Minishant
Nairn
New Cumnock
Newtonmore
Oban
Pathhead
Portree
Rosyth
Roybridge
Sanquhar
Scrabster
Seamill
Selkirk
Skelmorlie/Wemyss Bay
Spean Bridge 1
Spean Bridge 2
Springholm
St Boswells
St Fillans
Stranraer 1
Stranraer 2
Strathyre
Tarbert
Tarbet 1
Tarbet 2
Taynuilt
Thornhill
Thurso

Uig 1
Uig 2
Ullapool
West Linton
Wick

Redacted - Regulation 11(2)

From: Redacted - Regulation 11(2)
Sent: 04 July 2022 11:57
Cc: Redacted - Regulation 11(2)
Subject: Action Required - Transport Scotland - National Strategy for 20mph - Road Assessment Funding - Guidance - Assessment Return Form
Attachments: Sub Group - Road Assessment and Place Criteria - shared with 20 mph sub Group - Version 4 - June 2022.docx; Sub Group - Road Assessment and Place Criteria - Assessment Returns Form - June 2022#2.xlsx; Finance - Distribution Letter - 1.4 m for Road Assessments - Final Version - June 2022.doc

Good morning,

Funding allocation for the National Strategy for 20mph – Road Assessment

As part of the National strategy for 20 mph, Transport Scotland have been working with SCOTS and COSLA through the 20 mph Task Group to identify the most effective route to implement 20mph speed limits across Scotland. It was recognised to support the decision making process that an assessment of the road network would be required to help identify the number of roads affected and the financial implications for implementation.

Transport Scotland worked with SCOTS and COSLA to estimate the likely cost implications of the national 20mph road assessment and, following agreement by SG Local Finance and COSLA leaders, advised funding of £1.4 million will be distributed across the 32 local road authorities in the financial year 2022-23 to resource the commencement and completion of the 20mph road assessment by March 2023.

Please refer to the attached letter for further information

I would be grateful if the attached road assessment guidance and the road assessment return form can be forwarded on to the relevant area to progress.

Kind regards

Redacted - Regulation 11(2) Road Safety Framework Delivery and Policy Manager
Roads Operations Directorate | Transport Scotland
Email : Redacted - Regulation 11(2)

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Transport Scotland, the national transport agency
Còmhdhail Alba, buidheann nàiseanta na còmhdhail

Road Safety Framework Policy
Roads Directorate

Victoria Quay, Edinburgh, EH6 6QQ
Redacted - Regulation 11(2)@transport.gov.scot

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Directors of Finance

Date:
June 2022

Dear Director of Finance,

Funding to Conduct Road Assessment - National Strategy for 20 mph

The National Strategy for 20 mph speed limits (the strategy) aims to expand 20mph speed limits across Scotland and will ensure all appropriate roads in built-up areas have a safer speed limit of 20mph by 2025. The strategy seeks to introduce a consistency for 20mph speed limits across the country, simplifying speed limits for drivers. It seeks to reduce perceptions of road danger, encourage people to walk, wheel and cycle, and create more pleasant streets and neighbourhoods by providing a more equitable balance between different road users and will contribute to the implementation of the safe system.

To shape the direction of the strategy and gain agreement on the most appropriate route to implement 20mph speed limits, an assessment of the existing road network is required. The outcome of road assessment will assist in the decision making process and will be used to inform policy, guidance and Ministerial updates.

Guidance for the road assessment has been developed and approved through a National 20mph Sub Group, whose membership includes SCOTS (9 Scottish Local Authorities), Police Scotland, Sustrans and Transport Scotland. It sets out the place criteria and the process to assist road authorities to apply a consistent method of assessment and collection of the required information. Until the roads are assessed, it is not possible to determine the specific number of roads affected or the financial implications for implementation.

The guidance and a road assessment returns form have been provided as separate documents.

Transport Scotland worked with SCOTS and COSLA to estimate the likely cost implications of the national 20mph road assessment. Following agreement by SG Local Finance and COSLA leaders, funding of £1.4 million will be distributed across the 32 local road authorities in the financial year 2022-23 to resource the commencement and completion of the 20mph road assessment by March 2023. The additional funding will be paid independently from the Local Government settlement. The distribution method used was by road length in urban areas.

Following the outcome of the road assessment Transport Scotland will continue to work closely with SCOTS and COSLA to better understand further cost implications stemming from the to-be-

agreed route for implementation of the strategy and, subject to Ministerial approval, will seek to provide additional funding where required.

Please find attached each Local authority share of the £1.4 million (Annex A). Payment will be made by Transport Scotland, July 2022.

Yours sincerely

Redacted - Regulation 11(2)

Transport Scotland
Road Safety Framework Policy and Delivery Manager

Local Authority	Urban Road Length	Approximate Rounded Allocation (£m)
Aberdeen City	853	0.058
Aberdeenshire	927	0.064
Angus	435	0.030
Argyll & Bute	446	0.031
Clackmannanshire	214	0.015
Dumfries & Galloway	664	0.046
Dundee City	576	0.040
East Ayrshire	464	0.032
East Dunbartonshire	432	0.030
East Lothian	469	0.032
East Renfrewshire	374	0.026
Edinburgh, City of	1,325	0.091
Eilean Siar	165	0.011
Falkirk	761	0.052
Fife	1,561	0.107
Glasgow City	1,799	0.123
Highland	1,132	0.078
Inverclyde	290	0.020
Midlothian	368	0.025
Moray	414	0.028
North Ayrshire	566	0.039
North Lanarkshire	1,271	0.087
Orkney Islands	121	0.008
Perth & Kinross	557	0.038
Renfrewshire	630	0.043
Scottish Borders	390	0.027
Shetland Islands	126	0.009
South Ayrshire	439	0.030
South Lanarkshire	1,218	0.084
Stirling	378	0.026
West Dunbartonshire	343	0.023
West Lothian	682	0.047
Total	**20,390**	**1.400**

Transport Scotland the national transport agency
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Name of Road Authority	

Assessment of 20 mph and 30 mph Roads

Following the terms set out in the road assessment guidance note please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the deta ls of the road change in the road assessment form (Section E) be ow.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highl ght if the road s restricted and/or met the p ace criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropr ate to reduce to 20mph (Section D). RAG rate and record the deta ls of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (over ay in tial map to highlight the changes)

All the above information to be returned to Redacted **@transport.gov.scot FAO** Redacted - Regulation 11(2)

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduc ion measures as part of the implementat on of the 20mph speed imit from the outset

otal Number of Exisiting	otal Number
Section A - 20mph roads remaining at 20mph	
Section B - 20mph roads increasing to 30mph	
Section C - 30mph roads remaining at 30mph	
Section D - 30mph roads changing to 20mph	

Section E Road Assessment Form

Road Name	Road Locat on S art	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/ Amber/Green)	Brief Description - Speed Reduction Measures	Ind cative Cost	Brief Description on Reason for Decision	Add tional comment or informat on

Annex D - D&G Results

Place Criteria - To be applied when assessing the road network

Identifying any of the following place criteria will help to indicate the 30mph roads which are considered appropriate for potential alteration to 20mph. The roads which remain at 30mph will typically be on A and B Class roads with little frontage activity and where people walking, wheeling and cycling do not need to share space with motor traffic.

A minimum road length for the speed limit is suggested between 400-600m. The length adopted will depend on the conditions at or beyond the end points.

a) Is the road within 100m walk of any educational setting (e.g. primary, secondary, further & higher education)

b) Does the number of residential and/or retail premises fronting the road (on one or both sides) exceed 20 over a continuous road length of between 400 - 600m. Other key buildings should also be considered such as a church, shop or school.

c) Is the road within 100m walk of any community centre, church, place of worship, sports facility, any hospital, GP or health centre.

d) Does the composition of road users imply a lower speed of 20 mph which will improve the conditions and facilities for vulnerable road users and other mode shift. (reflect on future plans such as active and sustainable travel, places for people, consider existing and potential levels of vulnerable road users)

e) Will the road environment, surrounding environment, community and quality of life impact (e.g. severance, noise, or air quality) be improved by implementing 20mph speed limits.

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Name of Road Authority	Dumfries and Galloway

Assessment of 20 mph and 30 mph Roads

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: Redacted - Regulation 11(2)

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Total Number of Exisiting	Total Number
Section A - 20mph roads remaining at 20mph	595
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	109
Section D - 30mph roads changing to 20mph	2051

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/ Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information	Calculations			
												20 remain 20	20 increase to 30	30 remain 30	30 reduce to 20
A717 Cairnryan Road (A717 Section Only)			30	20	N	Y				Wide open road coming off Trunk Road		FALSE	FALSE	FALSE	TRUE
A717 Market Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A717 Port Rodie			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A717Harbour Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A718 Agnew Crescent			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A718 Church Street			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A718 Leswalt Road			30	20	N	N						FALSE	FALSE	FALSE	TRUE
A718 Lewis Street (20mph section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A718 Lewis Street (30mph section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A718 Market Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A718 Queen Street			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A718 Sheuchan Street			30	20	N	Y				Combined Mean Speed of 28.4mph		FALSE	FALSE	FALSE	TRUE
A77 Dalrymple Street (DGC maintained section of A77)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A77 Edinburg Road (DGC maintained section of A77)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A77 Station Street (DGC maintained section of A77)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A77 Stonykirk Road (DGC maintained section of A77)			30	30	N	N						FALSE	FALSE	TRUE	FALSE
B737 Bridge Street			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B737 Hanover Street			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B737 Leswalt High Road (20mph Section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B737 Leswalt High Road (30mph Section)			30	20	N	Y				Identified thorugh speed surveys		FALSE	FALSE	FALSE	TRUE
B737 London Road			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B737 Sun Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C14w Charlotte Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C14w Coronation Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C14w Coronation Drive (C14w From A77 South of Enoch to Coronation Drive)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C14w George Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C14w Glebe Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C14w High Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C14w Ochtelure Way (C14w From A77 South of Enoch To Coronation Drive)			30	20	Y	Y				Identified through speed surveys		FALSE	FALSE	FALSE	TRUE
C14w Old Military Road (C14w From A77 South of Enoch to Coronation Drive)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C14w Park Lea Gardens			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C40w McMasters Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C41w Dalrymple Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C42w Academy Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C43w Bellevilla Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C44w King Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C54w Commerce Road			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
C54w From Stonekirk Road to A75 (Commerce Road)			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
U200w Lochview Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U200w Lochview Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U230w Moorefield			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U269w Palmer Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U270w Burnside Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U271w Rephad Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U400w Antrim Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U401w Ailsa Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U402w Arran Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U402w Corsewall Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U403w Ashwood Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U404w Bayview Road (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U404w Bayview Road (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U405w Belmont Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U406w Belmont Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U407w Bowling Green Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U408w Braidview Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U409w Broomfield Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U410w Back Rampart			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U411w Broadstone Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U412w Brookfield Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U413w Brookfield Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U414w Cairnport Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U415w Clenoch Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U416 w Commerce Road			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
U417w Churchill Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U418w Craiglea Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U420w Castle Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U421w Dale Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
u422w Culreoch Way			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
U423w Dunbae Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U424w Dunbar Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U425W Dalriada Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U426w Eastwood Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U427w Encliffe Lane			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U428w Fairhurst Road (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U428w Fairhurst Road (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U429W Fellview Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U430w Finnart Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U431w Foundry Lane			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U432w Fisher Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U433w Galloway Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U434w Glenwelll Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U435w The Grove			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U436w Glen Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U437w Hamilton Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U438w Hawthorn Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U439 Hillside Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U440w Hanover Square			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U441w John Simpson Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U442w John Simpson avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U443w Kilmirren Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U444w Knockcullie Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U445w Ladies Walk			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U447w Laburnum Grove			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U448w Larg Avenue (West Side DGC Maintained) Non Private Section			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U449w Larg Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U450w Liddesdale Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U451w Laurel Grove			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U452w Meadowbank			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U453w Mayfield Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U454w Marine Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U455w Mount Vernon Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE

U456w McDowall Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U457w Millbank Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U458w Millfield Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U459w Murrayfield Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U460w Murrayfield Gardens			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U461w Millhill Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U462w Nursery Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U463w North Strand Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U464w Oakland Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U465w Old Port Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U466w Orchard Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U467w Park Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U468w Park Lea Gardens			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U469w Park Lane			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U470w Princess Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U471w Queens Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U472w Ross Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U473w Royal Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U474w Royal Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U475w Rocklea Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U476w Rosefiled Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U477w Rowans Hill Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U478w Rose Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U478w St Andrews Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U479w Ryanview Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U480w Southgate Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U481w Station Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U482w St Ninians Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U483w Seabank Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U484w Spring Bank Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U485w Springwell Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U486w St Johns Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U487w South Strand Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U488w Thornbank Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U489w Thistle Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U490w Victoria Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U491w Westwood Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U492w Whitson Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U493w West End Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U494w White House Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U495w Willowdene Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U497w Glen Orchard			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U498w Beechwood Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U500w Sandmill Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U501w Culhorn Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U502w Provost Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U503w School Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U504w Aird Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U505w Braewood Grove			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U506w Whinbank Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U507w Fairway			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U508w Smithy Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U509w Jubilee Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U510w Laurey Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U511w Ochtrelure Way (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U511w Ochtrelure Way (30mph Section 1)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U511w Ochtrelure Way (30mph Section 2)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U512w Clenoch Parks Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U513w Hawthorne Way			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U514w Randolp Lane			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U515w From C54w Commerce Road Southwards to Turning Space (Clashmahew Road)			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
U516w Fountain Way			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
U517w Woodlea Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U518w Old Bridge of Aird			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U519w Kerrsland Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U520w Springfield Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U521w Hillview			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U522w Gallowhill Rise			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U523w Shawfield			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U524w Thorney Way			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U525w Burnbrae			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U526w Highcroft			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U527w West Way			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U528w Hillhead			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U529w Iochdale			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U530w Mccormack Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U532w Foreland Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U533w Brickfield Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U534w Blackpark View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U535w Garlies Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U536w Leafield			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U537w Leafiled Rise			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U538w Hazel Grove			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U539w Willowbank			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U540 Burnside Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U541 Drum Hill			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U542w Sycamore Way			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U543 Greenfield View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U544 Greenfield Row			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U546w Garrick Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U547 Archyswell Lane			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U548 Ailsa Gait Way			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U549 High Park Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U550Park School Lane			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U578w Sproutwells Way			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U579w Sheuchan View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U582w Cairnview Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U583w Pinewood Gardens			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U584w Birch Way			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U585 Birch Close			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U586 Darnia Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U596w Woodland Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U598w Garrick Gardens			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U152W From A77 Near Bonnybraes To Little Laight			30	30	N	N						FALSE	FALSE	TRUE	FALSE
U201w Claddyburn Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A716 From C37W To B7042 (Sandhead Back Road) (20mph Section)			20	20	N	N						TRUE	FALSE	FALSE	FALSE
U102 Main Street (30mph Section)			30	20	Y	Y				Combined mean speeds = 27.3mph from October 2021		FALSE	FALSE	FALSE	TRUE
U194w Stairmount Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U236w Church Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U236w Weir Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U240w Shore Road			30	30	N	N						FALSE	FALSE	TRUE	FALSE
U273w Bowling Green Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U289w Brewis Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U297 Baird Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U595 Piggery Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U596w Mote View Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U597w Luce Bay Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A77 Main Street (north Section)			30	30	N	N						FALSE	FALSE	TRUE	FALSE
A77 Main Street (South Section)			30	20	N	Y				Speeds known to be high on approach to church from top of hil		FALSE	FALSE	FALSE	TRUE
A77 Principal Road From Main Street Portpatrick to B7042			30	30	N	N						FALSE	FALSE	TRUE	FALSE
U103w Heugh Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U104w			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U104w North Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U104w South Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U105w Blair Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U105w Dinvin Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U106w Braefield Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U107w Hill Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U108w School Brae			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U109w St PatricK Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U133w Barrack Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U133w Colonel Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U133w Colonel Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U183w Military Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U185 Dunskey Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U186w North Cliff Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U186w Welsh Place (see North Cliff Road)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U187w Lagwinnan Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE

U192w Golf Club Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U193w East Cliff			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U212w Merrick Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U243w Bowling Green Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U285w Old Station Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U575w Millfield Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U64w Portree Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U674w Heugh Rise			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A716 Mill Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A716 Principal Road from Stair Street to C23w near Low Curghie			30	30	N	N						FALSE	FALSE	TRUE	FALSE
A716 Stair Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U116w Harbour Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U116w Shore Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U119w Cailiness Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U209w Harbour Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U237w Shaw Lane			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
B7043 From B738 Near Galdenoch To Glen Road, Leswalt (30mph Section)			30	30	N	Y						FALSE	FALSE	TRUE	FALSE
B7043 Glen Road			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B798 Ervie Road (20mph PT)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B798 From B738 At Ervie To Ervie Road, Leswalt (30mph Section)			30	30	N	N						FALSE	FALSE	TRUE	FALSE
B798 From Ervie Road To A718 (20mph Section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B798 From Ervie Road To A718 (30mph Section)			30	30	N	N				Semi rural, straight and open		FALSE	FALSE	TRUE	FALSE
C20w Bridge of Aldouran (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C20w Bridge of Aldouran (20mph Section East end)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C20w Bridge of Aldouran (30mph Section West End)			30	20	Y	Y				Semi rural, straight and open		FALSE	FALSE	FALSE	TRUE
U198w Church Grove			30	30	Y	Y						FALSE	FALSE	TRUE	FALSE
U202w Challoch Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U202w Kirkland View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U38w Monument View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U39w Mansefield Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B7065 From A716 Bear Balkelly Bridge To C39W In Port Logan			30	30	N	N						FALSE	FALSE	TRUE	FALSE
C39W From A716 At New England Bay To B7065 Near Portlogar			30	30	N	N						FALSE	FALSE	TRUE	FALSE
U101W From B7065 To Portlogan Village			30	20	Y	Y				Open wide road. Houses set back next to NSL.		FALSE	FALSE	FALSE	TRUE
A716 Principal Road From B7065 Near Balkelly Bridge To C5W At Ardwell			30	20	N	Y				Combioned mean speeds = 31.4mph from October 2021		FALSE	FALSE	FALSE	TRUE
C5W From C37W At Clachanmore To A716 At Ardwel			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U531w Ardwell Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A716 Principal Road From B7084 At Sandmill Bridge To C35W At Stoneykirk			30	20	N	Y				Straight, open and semi rural		FALSE	FALSE	FALSE	TRUE
A716 Principal Road From C35W At Stoneykirk To C9W Near Mains Of Caldons			30	20	N	Y				Straight, open and semi rural		FALSE	FALSE	FALSE	TRUE
C19w Greyhill Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C35W From B7042 At High Three Mark To A716 At Stoneykirk			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U197w St. Stephen's			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U95W From A716 At Stoneykirk Village To Greyhill Road, Stonykirk			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U95w St Stephen's Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A77 Main Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A77 Principal Road From Main Street, Lochans To A716			30	20	N	Y				Has VAS may require further TCM's at later date		FALSE	FALSE	FALSE	TRUE
U196w Burn Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U196w Cairn Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U196w Millview Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U196w Mount Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U196w Thorn Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U291w Lochans Mill Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A718 Main Street (20mph Section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A718 Main Street (30mph Section) South of PT			30	30	N	Y						FALSE	FALSE	TRUE	FALSE
A718 Main Street (30mph Section) North of PT			30	30	N	Y				Combined mean speeds = 28.4 and 31.9mph from December 2022		FALSE	FALSE	TRUE	FALSE
B738 Main Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C21w Church Road (west section)			30	30	N	N						FALSE	FALSE	TRUE	FALSE
C21w Church Road (east section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U210w Bayview Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U572w Kirkland Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A714 Albert Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A714 Arthur Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A714 Douglas Terrace			30	20	N	Y				Long, staight section leading to National Speed Limit. Currenlty has VAS.		FALSE	FALSE	FALSE	TRUE
A714 King Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A714 Queen Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A714 Victoria Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A714 Wigtown Road			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B7079 From Victoria Road To Fairway Drive			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B7079 New Galloway Road			30	20	N	Y				Long, straight and busy B Class road. Resiential premises set back. Commercial and rural sections on this road.		FALSE	FALSE	FALSE	TRUE
B7079 Station Road (East Section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B7079 Station Road (west Section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C48w Creebridge			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C48w Cumloden Road			30	20	Y	Y				Wide, straight road leading out of Newton Stewart. Few parked cars. Houses set back.		FALSE	FALSE	FALSE	TRUE
C48W From C45W To Cumloden Road, Newton Stewart			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C48w Millcroft Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C50w Dashwood Square			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C50w From St Cuan'S Road To Princes Street			30	20	Y	Y				Long, wide road. Few parked cars. Very few frontages.		FALSE	FALSE	FALSE	TRUE
C50w Princess Street			30	20	Y	Y				Long, wide, straight road. Few parked cars. Very few frontages.		FALSE	FALSE	FALSE	TRUE
C50w St Couans Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U244w Cumloden Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U246w Bruce Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U246w Dunmitterick Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U246w Heron Way			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U246w Kirrough Tree Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U246w Lessons Park			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U246w McGregor Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U246w Murray Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U246w Racegreen Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U246w Wallace Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U247w Stewart of Garlies			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U248w From B7079 South To Point Near Former Creebridge School			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U268W From U244W At Queen Marys Bridge To C48W			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U275w Penkiln Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U281w Bower Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U288w Holmpark Industrial Estate			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
U294w Old Edinburgh Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U311 Muirs Way			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U313 Masonfield Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U314 Brooke Gardens			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U315 Masonfield Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U316 Holmpark Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U317 Holmpark Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U318w Doon Brae			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U319w Blair Way			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U320w Elm Grove			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U321w Auchendoon Road (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U321w Auchendoon Road (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U322w Barhill Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U323w Cairnsmore Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U324w Church Lane			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U325w Church Road			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U326w Corvisel Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U327w Corvisel Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U328w Corvisel Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U329w Cree Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U330w Cunningham Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U330w Mitchell Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U331w The Beeches			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U332w Cairnsmore Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U333w Duncree Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U333w Ewart Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U334w Garlies Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U335w Ghyll Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U336w Gilmour Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U337w Kay Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U338w Ferguson Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U339w Ivy Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U340w Mansefield Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U341w Old Hall Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U342w Princess Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U342w Princess Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U343w Auchendoon Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U344w Auchendoon Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U345w St Couans Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U346w St Couans Place (U346w)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U347w St Couans Place (U347w)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U348w St Johns Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U349w Victoria Lane			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U350w Slaughterhouse Road (south section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE

U350w Slaughterhouse Road (industrial estate)			30	30	N	N						FALSE	FALSE	TRUE	FALSE
U351w Viewhills Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U352w Windsor Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U352w Windsor Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U352w York Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U354w Breadalbane Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U354w Glebe Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U356w Mortons Entry			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U357w Riverside Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U358w Goods Lane			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U360w Georgewell Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U361w Drew Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U362W Princess Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U363w Station Road Cul De Sac			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U365w Corsbie Grove			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U366w Elizabeth Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U367w Philip Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U368w Ashgrove Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U369W Maxwell Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U390w Old Station View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U391w Allanfield Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U392w Allanfield Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U394w Woodlands Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U54w Church Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U54w Corsbie Road (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U54w Corsbie Road (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U54W From U52W Near South Barnkirk To Corsbie Road Newton Stewart (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U54W From U52W Near South Barnkirk To Corsbie Road Newton Stewart (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U54w Jubilee Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U573w Mealmill			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U577w Doonhill Way			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U580w Doonhill Wood			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
A747 Main Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A747 Principal Road from Main Street, Port William to C26w Main Street, Eldrig			30	20	N	Y				Rural coastal road leading to the National Speed Limit. A class. Currently has VAS (reading on Google Maps =28mph		FALSE	FALSE	FALSE	TRUE
A747 South Street (North Section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A747 South Street (South Section)			30	30	N	N						FALSE	FALSE	TRUE	FALSE
A747 The Square			30	20	N	N						FALSE	FALSE	FALSE	TRUE
B7085 High Street (30mph Section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B7085 High Street (PT 20mph Section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B7085 Main Street			30	20	N	N						FALSE	FALSE	FALSE	TRUE
C121w Seaview Terrace			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C4W From A747 North Of Port William To Main Street Mochrum			30	20	Y	N						FALSE	FALSE	FALSE	TRUE
U113w Commercial Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U123w Church Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U172 Manx View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U175 Second Sands			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U206w Bowling Green Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U206w Dourie Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U206w Myrton Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U209w Harbour Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B733 From Main Street, Kirkcowan To Fountainblue Terrace, Wigtowr			30	20	N	Y				Cuerrenlty has VAS. Semi rural. No footways at some sections.		FALSE	FALSE	FALSE	TRUE
B733 Main Street (20mph Section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B733 Main Street (30mph Section North)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B733 Main Street (30mph Section South)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B733 Station Road (20mph Section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B733 Station Road (30mph Section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B735 From Newton Stewart Road, Kirkcowan To A75 Near Shennanton (30mph Section			30	20	N	Y				Long straight section of B class road. Footways on one side only. Currently has VAS and may require further TCM's		FALSE	FALSE	FALSE	TRUE
B735 Newton Stewart Road			30	20	N	Y				Joins with above section		FALSE	FALSE	FALSE	TRUE
C22w Wellhouse Road (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C22w Wellhouse Road (30mph section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U115w Church Street (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U115w Church Street (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U222w Hamilton Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U232w St Couans Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U287w Meadow Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U296w Pollards Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A747 Main Street (East Section)			30	20	N	Y				Semi rural location. Footways to one side only. Long and open section. A class road		FALSE	FALSE	FALSE	TRUE
A747 Main Street (West Section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A747 Principal Road From Main Street To A75 Glenluce By-Pass West			30	30	N	N						FALSE	FALSE	TRUE	FALSE
C1w Old Military Road (C1W From A747 At Glenluce To Main Street, New Luce)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C3w North Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U188w Motehill			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U195w Sun Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U203w Crofthill Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U203w Glenjorrie Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U203w High Main Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U235w School Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U274w Fineview Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U56w Bankfield Road (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U56w Bankfield Road (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U94w Church Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A746 George Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A746 Glasserton Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A746 High Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A746 Principal Road From St John Street, Whithorn To C11W Near Balsier Bridge			30	20	N	Y				A class road. Semi rural with few frontages. Long straight section. Has VAS may require further TCM's		FALSE	FALSE	FALSE	TRUE
A746 St John Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B7004 From St Johns Street, Whithorn To Mill Road, Gairlieston			30	20	N	N						FALSE	FALSE	FALSE	TRUE
B7004 Isle Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B7021 From C11W Near Moor Of Ravenstone To A746 At Whithorn Station			30	20	N	N						FALSE	FALSE	FALSE	TRUE
C36w Castlehill (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C36w Castlehill (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C36W From Castlehill, Whithorn To B7063 Near Little Balsmith			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U157W From C36W To Skeog			30	20	Y	N						FALSE	FALSE	FALSE	TRUE
U300w Bruce Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U301W From Castlehill To St Ninians Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U301w St Ninians Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U302w Green Croft			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U303w Green Lane			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U304w Kilncroft			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U305w Kings Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U306w Park Lane			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U306w The Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U307w St Ninians Grove			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U308w Castle Hill Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U309 Low Bishopton Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U570w Creamery Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U571w Station Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A714 Agnew Crescent			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A714 Lightlands Terrace			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A714 New Road (20mph section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A714 New Road (30mph section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A714 North Main Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A714 Principal Road From B7005 At Bladnoch To Lightlands Terrace, Wigtown			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A714 Principal Road From New Road, Wigtown To B7005 At Culquhirk (20mph Section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A714 Principal Road From New Road, Wigtown To B7005 At Culquhirk (30mph Section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B733 Fountainblue Terrace			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B733 High Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C15w Bank Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C15W From A714 Near Upper Bar To Bank Street, Wigtown			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C15w North Main Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U310 Low Duncanfield			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U370w Lightlands Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U371w Kilquhim Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U372w Botany Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U373w Lilico Loaning			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U373w Seaview			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U373w Southfield Lane			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U374w Duncan Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U374w High Vennel			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U376w Jubilee Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U376w Monument Road			30	30	N	N						FALSE	FALSE	TRUE	FALSE
U377w Kirkland Hill			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U378w Lochancroft Lane (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U378w Lochancroft Lane (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U380w Beddie Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U380w Church Lane			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U381w Low Vennel			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U382w Harbour road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE

U382w South Main Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U384w South Back Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U386w Seaview			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U387w Station Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U389w Maidland Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U100w Station Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U213w Aird Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U213w Broadwood Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U213w Douglas Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U213w Hamilton Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U213w Mac Gill Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U213w Magillie Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U293w Lochinch Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U298 Whitepark View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C52w Dunragit Station Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U221w Dounan Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U221w Mill Glen Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U221w Orchard Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U221w Park Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A746 Main Street (20mph Section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A746 Main Street (30mph Section to North)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A746 Main Street (30mph Section to south)			30	20	N	Y				A class roads. Semi rural and open. Has a VAS but may require further TCM's		FALSE	FALSE	FALSE	TRUE
A746 Principal Road From Main Street, Kirkinner To A714 At Moorpark			30	20	N	Y				A class roads. Semi rural and open. Has a VAS but may require further TCM's		FALSE	FALSE	FALSE	TRUE
U125w Manse Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U205w St Kennera Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U219w Aaron Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U87W From B7005 Near Barness To A746 At Railway Bridge			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U88W From B7085 Near Barnbarroch To A746 At Kirkinner			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B7004 From Main Street, Isle Of Whithorn To Isle Street, Whithorn			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B7004 Main Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B7063 From Main Street, Isle Of Whithorn To U91W At Dinnans			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U207w Boyach Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U207w Boyach Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U207w Boyach Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U242w Harbour Row			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U77wTonderghie Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A747 Principal Road From C31W Monrieth Park Road To South Street, Port Williar			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A747 Principal Road From Cairndoon Bank To C31W Monrieth Park Roac			30	20	N	Y				Long, straight, semi rural road with VAS. Few frontages at eastern section. Fields to the south. (Has VAS may require furher TCM's		FALSE	FALSE	FALSE	TRUE
C31W From A747 At Monreith To B7085 At Cupid Hil			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U226w St Medans (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
A746 Principal Road From Wigton Road Sornie To B7052 At Waulkmil			30	20	N	Y				combined mean speeds = 31.6 and 28.3mph from December 2022 in vicinity (Has VAS may require further TCM's		FALSE	FALSE	FALSE	TRUE
A746 Main Street			30	20	N	Y				combined mean speeds = 31.6 and 28.3mph from December 2022 in vicinity (Has VAS may require further TCM's		FALSE	FALSE	FALSE	TRUE
A746 Wigtown Road			30	20	N	Y				combined mean speeds = 31.6 and 28.3mph from December 2022 in vicinity (Has VAS may require further TCM's		FALSE	FALSE	FALSE	TRUE
B7052 Main Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B7052 St Johns			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U280w St Johns Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U50w Reiffer Park Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B7004 From Mill Road, Gairlieston To A746 Near North Balfern (south section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B7004 From Mill Road, Gairlieston To A746 Near North Balfern (north section)			30	30	N	N						FALSE	FALSE	TRUE	FALSE
B7004 From St Johns Street, Whithorn To Mill Road, Gairlieston			30	20	N	N						FALSE	FALSE	FALSE	TRUE
U117w Cowgate			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U119w Culderry Lane			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U119w Culderry Row			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U121w Randolph Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U215w Forteviot Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U223W From B7004 At Garlieston To Gate To Avairy			30	30	N	N						FALSE	FALSE	TRUE	FALSE
U66w Mill Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U73w North Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U73w South Crescent (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U73w South Crescent (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U74w South Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U75w High Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B7052 From B7005 At Culmalzie To A746 At Waulkmill			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B7085 From U86W Near Drumtroddan To Main Street Whauphill			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B7085 Main Street			30	20	N	Y				B class road. Mixed rural, commercial and residential. Few parked vehicles		FALSE	FALSE	FALSE	TRUE
U241w Agnew Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U284w Curlew Close			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A714 Principal Road From A746 At Moorpark To B7005 At Bladnocl			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A714 Principal Road From B7005 At Bladnoch To Lightlands Terrace, Wigtowr			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B7005 From A714 In Bladnoch To A714 At Culquhirk (north section			30	30	N	N						FALSE	FALSE	TRUE	FALSE
B7005 From A714 In Bladnoch To A714 At Culquhirk (south section			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U385w Potato Mill Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C49 Chain Road (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C49 Chain Road (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C49w High Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C49w Minnipool Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C49w Park Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C49w St John Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C51 Old Military Road			30	30	N	N						FALSE	FALSE	TRUE	FALSE
C51w St John Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U256w Minnipool Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U551w Chain Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U552w Minnipool Brae			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U553w Bank Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U554w The Hollow			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U555w Bridge Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U556w Barholm Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U557w Wallace Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U558w Duke Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U559w Back Green Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U559w Silver Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U560w High Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U560w Hill Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U561w Church Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U561w High Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U562w Harbour Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U563w Mill Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U564w Norris Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U565w Crispin Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U566w Kirk Brae			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U567w Grimshaw Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U568w Louden Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U243w Glentrool Village			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C27W From C4 At Mochrum To B7005 At High Glenling			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C4W From A747 North Of Port William To Main Street Mochrur			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C4W From Main Street Mochrum To B7052 Near Arilies			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C4w Main Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U40W From B7085 At Airyhassen To Main Street, Mochrum			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C1w Main Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C2w Station Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U252w Cairnsmore Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A713 Principal Road From B729 At North Liggat To U142S At Bridge-End (30mph Section west)			30	20	N	Y				A class road. Opens up into rural area. Few frontages and straight road.		FALSE	FALSE	FALSE	TRUE
A713 Principal Road From B729 At North Liggat To U142S At Bridge-End (30mph Section east)			30	30	N	N						FALSE	FALSE	TRUE	FALSE
A713 Principal Road From B729 At North Liggat To U142S At Bridge-End (20mph Section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A702 Main Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A702 Midtown			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A702 Principal Road From Midtown To B7075 At Bogue Tol (West Section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A702 Principal Road From Midtown To B7075 At Bogue Tol (East Section)			30	30	N	N						FALSE	FALSE	TRUE	FALSE
A713 Ayr Road			30	20	N	Y				A class road, Commercial vehicle use. Rural and open with few frontages.		FALSE	FALSE	FALSE	TRUE
A713 Main Street (North Section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A713 Main Street (South Section)			30	30	N	N						FALSE	FALSE	TRUE	FALSE
B7000 (30mph Section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C40s Kirkland Street (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C40s Kirkland Street (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C40s Throughgate			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U159s Underhill			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U173s Midtown			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U173s Townhead Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U181s St Johns Way			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U265s Mulloch View			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U266s Muloch Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
A712 High Street			30	20	N	Y				Combined mean speeds = 27.6mph from October 2021		FALSE	FALSE	FALSE	TRUE
A712 The Queens Way			30	20	N	Y				Downhill section of A class road. Open rural and few frontages.		FALSE	FALSE	FALSE	TRUE
A762 High Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A762 Kirk Road			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C62s East Port			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C62s Old Edinburgh Road (North Section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C62s Old Edinburgh Road (South Section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE

U4s Old Edinburgh Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U4s West Port			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U701s Wylies Brae			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U702s Greenhead Brae			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U703s Braeside			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U704s Back Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U705s Carsons Knowe			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B727 From High Street To C4S			30	30	N	N						FALSE	FALSE	TRUE	FALSE
B727 High Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B796 Fleet Street (west section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B796 Fleet Street (east section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B796 From A75 At Cardoness Castle To Fleet Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B796 From B727 Near Fleet Bridge To Gatehouse Station (20mph Section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B796 From B727 Near Fleet Bridge To Gatehouse Station (30mph Section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C13s Lauriestone Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
Carnies Corner			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
Old Ford Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U601s Ann Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U602s Church Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U603s Castramont Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U604s Memory Lane			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U605s Usher Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U606s Market Hill Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U607s Market Hill			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U608s Catherine Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U609s Birtwhistle Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U609s Roseberry place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U609s Swan Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U610s Digby Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U611s Victoria Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U612s Boatgreen			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U612s Hannay Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U613s Garden Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U614s Riverbank			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U615s Cape Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U616s Bakers Dozen			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U617s Planetree Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U618s Fleetside			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U618s Pennywell			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U623s Riverbank Wynd			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U624s Meadowside			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U625 Riverbank Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
A711 Principal Road From St Marys Street To U48S Near Ringliggate (north section)			30	20	N	Y				A class road. Long open. Periodic narrower sections due to parked vehicles		FALSE	FALSE	FALSE	TRUE
A711 Principal Road From St Marys Street To U48S Near Ringliggate (south section before kirkcudbright sign)			30	20	N	Y				A class road. Long open. Periodic narrower sections due to parked vehicles		FALSE	FALSE	FALSE	TRUE
A711 St Marys Street			30	20	N	Y				A class road. Long open. Periodic narrower sections due to parked vehicles		FALSE	FALSE	FALSE	TRUE
A711 Tonglands Road			30	20	N	Y				A class road. Long open. Periodic narrower sections due to parked vehicles		FALSE	FALSE	FALSE	TRUE
A711 Victoria Park			30	20	N	Y				A class road. Long open. Periodic narrower sections due to parked vehicles		FALSE	FALSE	FALSE	TRUE
A755 Bridge Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A755 Principal Road From Bridge Street, Kircudbright To B727 Near Merse Cottage (north of bridge)			30	30	N	N						FALSE	FALSE	TRUE	FALSE
A755 Principal Road From Bridge Street, Kircudbright To B727 Near Merse Cottage (south of bridge)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B727 St Cuthberts Road (east section)			30	30	N	N						FALSE	FALSE	TRUE	FALSE
B727 St Cuthberts Road (west section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B727 St Cuthberts Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C61s Beaconsfield Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C61s St Cuthberts Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C61s St Cuthberts Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
Telford Close			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
The Crofts			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U10s Merse Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U11s Merse Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U12s Merse Strand			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U300s High Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U302s Castle Bank			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U303s Castle Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U304s Castle Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U305s Union Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U306s Tanpits Lane			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U307s St Cuthberts Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U308s Fisher Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U309s Buchanan Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U310s Dovecroft			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U311s Wheatcroft			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U312s Castledykes Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U313s St Marys Wynd			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U315s St Marys Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U315s Townend			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U316s Millburn Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U317S Kilndale Terrace			30	20	y	y						FALSE	FALSE	FALSE	TRUE
U318s Church Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U319s Mews Lane			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U320s Gas Lane			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U321s Gladstone Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U323s Shillinghill			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U324s Dee Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U325s Dee Walk (North Section)			30	30	Y	Y						FALSE	FALSE	TRUE	FALSE
U325s Dee Walk (South Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U326s Maxwell Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U327s Victoria Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U328s Milliflats			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U329s Stirling Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U330s Stirling Acres Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U331s Burnside Loaning			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U332s Drumblane Strand			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U334s Mount Pleasant Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U335s Fergus Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U336s Telford Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U337s Boreland Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U338s Brown Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U338s Holroyd Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U339s Rutherford Close			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U33s Mount Pleasant Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U350s Barhill Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U351s Barhill Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U352s Silvercraigs Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U353s Woodlands Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U354s Barhill Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U355s Bourtree Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U356s Rossway Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U357s Seggies			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U358s Selkirk Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U359s Rossway Hill			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U369s School Close			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U370s Great Cross Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U372s Longacres Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U373s Dunbar Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U374s Bourtree Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U375s Deacon Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U376s Hornel Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U377s Princess Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U378s Cannee Chase			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U6s Merse Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U706s Burnside Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U9s Merse Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C41s (no name)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C41s From B7075 West Of Balmaclellan To A712 At Balmaclellar			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A762 Principal Road From A75 At Ringford To B795 At Lauriestor			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A762 Principal Road From B795 At Lauriestoon To U7S At Mossdale			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B795 From C4SS East Of Drumlane To A762 At Lauriestor			30	20	N	Y				combined mean speeds = 27.5mph from Decemebr 2022		FALSE	FALSE	FALSE	TRUE
C13S From Lauriestoon Forest To A762 In Lauriestor			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C57s Church Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C39s Bridge Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U104S From A Point 38M Ne Of Bridge Road To A Point 147M Sw Of Bridge Roac			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U167s Grainyford			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U189s Netherhall Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U86s Greenhall Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C2s School Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C2s Threave Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C39s Craig Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C39S From C2S At Rhonehouse To Old Bridge Of Dee			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B727 From B736 North West Of Gelston To Shilla Hil			30	20	N	Y				In Line with School scheme		FALSE	FALSE	FALSE	TRUE

C15S From C39S At Mid Kelton To B727 At Gelston			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U196s Douglas Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A711 Church Road			30	20	N	Y				In Line with School scheme		FALSE	FALSE	FALSE	TRUE
A711 Main Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A711 Principal Road From U48S Near Ringliggate To Church Street Auchencairn (South Section			30	30	N	N						FALSE	FALSE	TRUE	FALSE
A711 Principal Road From U48S Near Ringliggate To Church Street Auchencairn (North Section			30	20	N	Y				joins to Church Road and is rural and open.		FALSE	FALSE	FALSE	TRUE
C42s Main Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C55s Shore Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
Spout Row			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U154s Glebe Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U257 Balliol Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U67S From A711 Near Drungans Burn To A711 Near Auchencairn Schoo			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U90s Crockett Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A711 Principal Road From U48S Near Ringliggate To Church Street Auchencairr			30	20	N	Y				Open A class road. Semi rural and bypasses houses.		FALSE	FALSE	FALSE	TRUE
C53s			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
The Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U168s Abbey Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U70s Fagra Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B727 From A75S At Barharrow To A75S At Silverdale			30	20	N	Y				Both the north and south sections are rural with no parking on carriageway. Open		FALSE	FALSE	FALSE	TRUE
C8S From B727 In Borgue To B727 Near Barharrow			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C29s Main Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C32s Burn Brae			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C32s Kirk Brae			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C4s Arden Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C4s Manse Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U166s The Doon			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U184s The Glebe			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C32s School Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U33s Captains Brae			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A762 Principal Road From A75 At Ringford To B795 At Laurieston (West Arms south section			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A762 Principal Road From A75 At Ringford To B795 At Laurieston (West Arms north section			30	30	N	N						FALSE	FALSE	TRUE	FALSE
A762 Principal Road From A75 At Ringford To B795 At Laurieston (south Arm			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U183S From A762 Ringford To A75			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U170s Queenshill Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C14N From Kirklands Road, Terregles To C56N North East Of Bonerick			30	20	Y	Y				Raised as speeding location by Community Council. VAS being considered at present.		FALSE	FALSE	FALSE	TRUE
C14N From Terregles Road To Kirkland Road, Terregles			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C47N From C14N At Kirklea To Nunwood Road			30	20	Y	N						FALSE	FALSE	FALSE	TRUE
U160n Kirkland Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U230N From U347N The Old Glen At Castlehill To Kirklands Road			30	20	N	N						FALSE	FALSE	FALSE	TRUE
U230N Kirklands Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U572 Valleyfield Meadow			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U92 Valleyfield Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C14N From C28N At Shawhead To Stewartry Boundary 354M South West Of Meikle Beoch			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C14N From C56N North East Of Bonerick To C28N At Shawhead			30	20	N	N						FALSE	FALSE	FALSE	TRUE
C28N From C14N At Shawheade To Stewartry Boundary At Bogrie Bridge North Of Henderland			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U158n Braco Square			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C1S From C44S At Iron Bridge To U144S Steele Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C1S From Main Street Lochfoot To C5S South West Of Milton			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C1s Main Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U144s Steele Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U145s Moat Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U210 Crannog Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U211 Crannog Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U212 Crannog View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U182s Buchanite Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A712 Principal Road From C12S At Brooklands Bridge To Junction with A75 Crocketford (Maiden Row			30	20	Y	Y				Combined mean speeds = 31.9mph in June 2022		FALSE	FALSE	FALSE	TRUE
U171s Burnbank			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
Ottersburn Way			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
Glenburn Gardens			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
Meadow Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
A712 Principal Road From C117S At Corsock To B794 North Of Kirklebride Bridge (north-west			30	20	N	Y				Rural location. A class road. Houses set back.		FALSE	FALSE	FALSE	TRUE
A712 Principal Road From C117S At Corsock To B794 North Of Kirklebride Bridge (south-east			30	30	N	N						FALSE	FALSE	TRUE	FALSE
A712 Principal Road From C36S West Of Lowes Farm To C117S At Corsock (north-west			30	30	N	N						FALSE	FALSE	TRUE	FALSE
A712 Principal Road From C36S West Of Lowes Farm To C117S At Corsock (south-east			30	20	N	Y				Rural location. A class road. Few frontages.		FALSE	FALSE	FALSE	TRUE
C117S From A712 At Corsock To Nithsdale Boundary			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A713 Principal Road From C31S At Parton Mill House To U133S At Parton			30	30	N	N						FALSE	FALSE	TRUE	FALSE
A713 Principal Road From U133S At Parton To U137S South East Of Fauld O Wheat Bridge			30	30	N	N						FALSE	FALSE	TRUE	FALSE
U133S From A713 At Parton To A712 Near Corsock			30	30	Y	Y						FALSE	FALSE	TRUE	FALSE
A713 Main Street			30	20	N	Y				Rural location. A class road. 2 way traffic possible despite parked vehicles		FALSE	FALSE	FALSE	TRUE
A713 Principal Road From C46S At Lower Burnside To Old Ferry Road			30	30	N	N						FALSE	FALSE	TRUE	FALSE
A713 Principal Road From Main Street To C31S At Parton Mill House			30	30	N	Y						FALSE	FALSE	TRUE	FALSE
U132S From A713 At Crossmichael To C12S At Clarebrand Village			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U152s St Michael's Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U153s St Michael's Terrace			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U156s Kirkland Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U157s St Michael's Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U158s St Michael's Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U179s Rhonepark Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U199 Templand			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U200s Hawkes Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U61s Old Ferry Road			30	20	Y	N						FALSE	FALSE	FALSE	TRUE
U160S From B795 To Abbey Yard			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A713 Abercromby Road			30	20	N	Y				Busy A class road.		FALSE	FALSE	FALSE	TRUE
A713 King Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A713 Principal Road From Abercromby Road To B795 At Townhead Of Greenlaw			30	20	N	Y				Busy A class road.		FALSE	FALSE	FALSE	TRUE
A713 St Andrew Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A745 Ernespie Road			30	20	N	Y				Busy A class road.		FALSE	FALSE	FALSE	TRUE
A745 Oakwell Road			30	20	N	Y				Busy A class road.		FALSE	FALSE	FALSE	TRUE
A745 Principal Road From A75 Allanton Roundabout To Ernespie Road			30	30	N	N						FALSE	FALSE	TRUE	FALSE
A745 Principal Road From Oakwell Road To C48S At Leaths Farm (East Section)			30	30	N	N						FALSE	FALSE	TRUE	FALSE
A745 Principal Road From Oakwell Road To C48S At Leaths Farm (West Section)			30	20	N	Y				Busy A class road.		FALSE	FALSE	FALSE	TRUE
B736 From A75 Carlingwark Rbt To King Street Castle Douglas			30	20	N	N				combined mean speeds = 30.9mph from October 2019		FALSE	FALSE	FALSE	TRUE
B736 From Whitepark Road, Castle Douglas To B727 Near Breoch Cottage			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B736 From Whitepark Road, Castle Douglas To B727 Near Breoch Cottage (southern Section)			30	30	N	N						FALSE	FALSE	TRUE	FALSE
B736 King Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B736 St Andrew Street			30	20	N	Y				Long, wide, straight section of road.		FALSE	FALSE	FALSE	TRUE
B736 Whitepark Road			30	20	N	Y				Long, wide, straight section of road. Heads into National Speed Limit.		FALSE	FALSE	FALSE	TRUE
C12s Dunmuir Road			30	20	Y	Y				Long, wide, straight section of road. Heads into National Speed Limit. Rural to north		FALSE	FALSE	FALSE	TRUE
C12S From Dunmuir Road Near Castle Douglas High School To B795 North Of By-Ways			30	20	Y	Y				Long, straight section of road. Heads into National Speed Limit. Rural to north		FALSE	FALSE	FALSE	TRUE
C38S From B727 Near Craigton To A745 Oakwell Road			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C59s Cotton Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C59s Cotton Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U267s Merrick Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U268s Royston Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U269s Screel View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U270s Bengairn View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U397s Whitelaw Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U398s Whitelaw Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U399s Whitelaw Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U400s Queen Street			30	20	Y	Y				Long, straight section of road. TCMs considered at south end only.		FALSE	FALSE	FALSE	TRUE
U401s Cotton Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U402s Marle Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U403s Lochside Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U404s Carlingwark Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U405s Meadow View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U406s Blacks Brae			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U407s Crone Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U408s Douglas Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U409s Blackpark Road			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
U410s Church Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U411s Academy Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U413s New Market Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U414s Trueman Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U415s Oakwell Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U416s Oakwell Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U417s Alvingham Avenue			30	30	Y	Y						FALSE	FALSE	TRUE	FALSE
U418s Jenny's Loaning (20mph section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U418s Jenny's Loaning (30mph section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U419s Brown Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U420s Gordon Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U421s Birkland Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U422s Torrs Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U423s Torrs Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U424s Douglas Court Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U425 Whitepark Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U428 Garden Hill Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U429 Garden Hill Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U430s St Georges			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U431s Robb Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U432s Hillowton Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U433s Garden Hill Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U434 Longacre Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U435 Ardcoil Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U436 Ardcoil Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U450s Laurel Bank Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE

U451s Cairnsmore Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U452s Railway Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U453s Braeside Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U454s Dee Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U455s Urr Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U457s Castle View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U458s Burghfield Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U459s Maxwell Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U460s Donald Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U461s Donald Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U462s Wallace Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U470s St Andrew Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U471s St Ringan Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U472s Queen Elizabeth Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U473 Station Yard Industrial Estate			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U475s Miller Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U476s Miller Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U478 Whitepark Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U680 Abercromby Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U681s Douglas Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C63s Port Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
Port Street			30	20	N	N						FALSE	FALSE	FALSE	TRUE
U148s Riverside Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U149s Glen Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U64s Glen Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U65S From A711 At Douganhill To A711 At Palnackie			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C12s Church Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C12s St David Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C30s Victoria Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C30s Walton Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U129S From C12S At Old Bridge Of Urr To Trowdale			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
C12S From B795 North Of By-Ways To B794 At Old Bridge Of Urr (north of OBOU sign			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C12S From B795 North Of By-Ways To B794 At Old Bridge Of Urr (south of OBOU sign			30	30	N	N						FALSE	FALSE	TRUE	FALSE
B794 From Haugh Road Dalbeattie To Main Street Haugh Of Urr			30	30	N	N						FALSE	FALSE	TRUE	FALSE
B794 From Main Street Haugh Of Urr To A75 At Chapelton Cottages			30	30	N	N						FALSE	FALSE	TRUE	FALSE
B794 Main Street			30	20	N	Y				Busy B class road. Wide. Diversion route. Frontages to 1 side only. Rural location		FALSE	FALSE	FALSE	TRUE
C1S From C33S Near Blaiket Mains To C58S At Hardgate			30	20	Y	Y				Few parked vehicles. On hill. Rural		FALSE	FALSE	FALSE	TRUE
C1S From School Brae To C58S (Old Military Road)			30	20	Y	Y				Few parked vehicles. On hill. Rural		FALSE	FALSE	FALSE	TRUE
C1s Laigh Raw			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C1s School Brae (20mph Section)			20	20	Y	Y				Few parked vehicles. On hill. Rural		TRUE	FALSE	FALSE	FALSE
C1s School Brae (30mph Section)			30	20	Y	Y				Few parked vehicles. On hill. Rural		FALSE	FALSE	FALSE	TRUE
C58S From Port Road To C1S At Hardgate			30	30	N	N						FALSE	FALSE	TRUE	FALSE
C58s Port Road			30	20	Y	Y				Very long straight road with few frontages set back. Rural location.		FALSE	FALSE	FALSE	TRUE
U126s The Causey			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U123S From A75 By Hermitage To C1S At Hardgate			30	30	N	N						FALSE	FALSE	TRUE	FALSE
U127s Mill Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U161s Braeside			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U95s Corse Hill			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U162s Kirkbank			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C5S From C1S South West Of Milton Village To A711 At Corra			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U94S From U81S At Village Bridge To Mill Farm			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U93S From U81S At Gateside To A711 At Mossfoot Bridge			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U81S From A711South West Of Breckonside Old Toll To C5 At Kirkgunzeon Manse			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C10N From A710 Near New Abbey To A711 At Beeswing			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C30S From Victoria Road To A75 At Springholm (20mph section			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C30S From Victoria Road To A75 At Springholm (30mph section			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U164s Reoch Park			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U165s Ewart Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U800s Cameronian Place (South)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U801s Cameronian Place (West)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U802s Barncailzie Way			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U803s Cameronian Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A710 Port Road			30	20	N	Y				Wide A class road. Footways on one side only. Few frontages.		FALSE	FALSE	FALSE	TRUE
A710 Principal Road From C66S Port Street To U46S Near Stead Stone			30	20	N	Y				Part of the above road leading to the National Speed Limit		FALSE	FALSE	FALSE	TRUE
A711 Craignair Road (20mph Section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A711 Craignair Road (30mph Section)			30	20	N	Y				Outskirts of town next to the National Speed Limit. Footways to one side only. Semi rural.		FALSE	FALSE	FALSE	TRUE
A711 Craignair Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A711 John Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A711 Maxwell Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A711 Principal Road From John Street, Dalbeattie To B793 Near Edingham			30	20	N	Y				Close proximity to National Speed Limit. Wide A class road.		FALSE	FALSE	FALSE	TRUE
B794 From Haugh Road Dalbeattie To Main Street Haugh Of Urr			30	20	N	Y				Known speeding area. VAS installed. Combined mean speeds =32mph from October 2021		FALSE	FALSE	FALSE	TRUE
B794 Haugh Road (20mph Section South)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B794 Haugh Road (30mph Section North)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C60s High Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C64s New Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C64s Station Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C65s Maxwell Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C66s Port Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C68s Moss Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C68s Southwick Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U188S From B794, Haugh Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U497 Solway View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U498 Silver Birches Close			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U499 Murdoch Close			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U500 James Ewart Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U501s Albert Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U502s Station Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U503s James Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U504s New Station Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U507s Queen's Grove			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U508s Barhill Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U509s Alpine Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U510s Mill Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U511s Copland Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U512s Copland Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U513s Alpine Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U515s Union Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U516s Craignair View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U518s Mclellan Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U519s Burn Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U520s Millisle Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U521s Church Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U522s Urr Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U523s Glenshalloch Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U524s Port Road (Industrial Estate road - Southwest)			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
U524s Port Road (main section to north)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U530s Maxwell Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U531s The Grove			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U532s Galla Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U533s Galla View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U534s Galla Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U535s Galla Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U536s Galla Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U537s Station Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U540s Blair Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U540s Craigmath			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U541s Back Knowe Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U542s Barhill Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U543s Southwick Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U544s Craignair Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U545s Bruce Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U545s Buittle Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U545s David Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U545s Nether Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U545s Wallace Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U550s Hestan Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U551s Screel Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U552s Kirkennan Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U553s Barhill Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U554s Broomlands Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U556s Rounall Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U557s Dalmun Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U558s Johnston Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U569s Maxwell Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U570S Fron Short Cul-De-Sac Off Haugh Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U571 Halliday Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
Water Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
William Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C24S From A710 At Barnbarroch To Kippford			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C22n Southerness (West Section)			30	20	N	Y				Currenlty has VAS. Long straight section. No footways. Rural. May require further TCM's		FALSE	FALSE	FALSE	TRUE
C22n Southerness (East Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE

C13N From A710 At Kirkbean To Carsethorn			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U205N From C13N At Kirkbean To C22N Near Newmains			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C13N From A710 At Kirkbean To Carsethorn			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A710 Main Street New Abbey South (20mph PT Section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A710 Main Street New Abbey South (30mph Section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A710 Principal Road From C13N At Kirkbean To Main Street New Abbey			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A710 Principal Road From Main Street, New Abbey To The Square, New Abbey			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A710 Principal Road From The Square, New Abbey To The U201N At Whinnyhil			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A710 The Square			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C10N From A710 Near New Abbey To A711 At Beeswing			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U165n Kindar Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U161n Ingleston View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U162n Ingleston Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U163n Ingleston Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U166n Waterloo Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U188n Sheburn View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U211n Kindar Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U212N From A710 At Sawmill To Near Mount Pleasant (East Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U212N From A710 At Sawmill To Near Mount Pleasant (West Section)			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
U213N From U212N To Nr West Glen			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U214N From U212N To A710			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A710 Principal Road From U201N At Whinnyhill To New Abbey Road, Dumfrie			30	20	N	Y				Combined mean speeds = 33.1mph from June 2021		FALSE	FALSE	FALSE	TRUE
A711 Dalbeattie Road (north section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A711 Dalbeattie Road (south section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A711 Principal Road From U220N At Drungans To Dalbeattie Roac			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U106n Beeches Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U159n Cargenbridge Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U167n Cargen Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U168n Drumsleet Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U169n Drumsleet Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U195n Carruchan Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U196n Cargen Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U197n Drungans Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U198n Woodley Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U222n Waterside Road (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U222n Waterside Road (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U350N From U225N To Garroch Industrial Estate			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A710 New Abbey Road			30	20	N	Y				Wide section of road. Close to National Speed limit. A class road. Doesn't feel built up		FALSE	FALSE	FALSE	TRUE
A710 Principal Road From U201N At Whinnyhill To New Abbey Road, Dumfrie			30	20	N	Y				Wide section of road. Close to National Speed limit. A class road. Doesn't feel built up		FALSE	FALSE	FALSE	TRUE
A756 Pleasance Avenue			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A756 St Michael's Bridge Road			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U224n Park Road			30	20	Y	Y				Experience of speeding in location		FALSE	FALSE	FALSE	TRUE
U283n Park Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U284n Ewart Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U623n Averill Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U628n Balliol Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U647n Brodie Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U649n Broomlands Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U663n Cargen Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U675n Charteries Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U712n East Riverside Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U718n Ewart Walk			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U737n Gladstone Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U760n Hamilton Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U768 Hill Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U771n Hill Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U776n Holm Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U776n Holm Park View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U796n Kenmure Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U849n Moat Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U887 George Douglas Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U891n Priestlands Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U901n Richmond Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U903n Roberts Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U904n Robison Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U905n Rosefield Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U909n Rotchell Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U910n Rotchell Park			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U911n Rotchell Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U913n Ryedale Road (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U913n Ryedale Road (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U917n George Douglas Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U918n Atkinson Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U919n Dickson Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U923n Sharpe Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U925n Solway Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U927n Stark Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U935n Strathearn Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U939n Suspension Brae			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U943 Mckenzie Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U945n Kirkpatrick Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U945n Kirkpatrick Meuse			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U946n Troqueer Road North			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U946n Troqueer Road South			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U952Welldale			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U957n Welldale Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U958 Bradford Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U959 Connolly Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U960n West Riverside Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U969n Greenacre Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U970n Nutberry Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U992 Houliston Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U993 Smith Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U994 Beck Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U575n Caulstran Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U576n Caulstran Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U577 Collochan Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U578 Caulstran Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U579 Collochan Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U580n Clunie Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U581n Clunie Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U582 Clunie Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U593n Tipperwuppy Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U594n Tipperwuppy Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U595n Sandypoint Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U596n Sandypoint Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U597n Sandypoint Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U69 Barnhill Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U70 Barnhill Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U71 Barnhill Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U275n Ninian Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U277N Cul De Sac Off Carrick Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U585n Hillside Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U586n Moorland Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U587n Bryce Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U588n Skylark Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U589n Meadow Gardens			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U590n Greenside Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U591n Millar Cliff Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U603n Adamhill Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U605n Babbington Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U614n Alloway Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U615n Alloway Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U617n Anwoth Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U621n Ashton Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U626n Balcary Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U650n Lochaber Walk			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U651n Mabie Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U653n Merrick Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U654n Burnett Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U660n Cairnsmore Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U665n Carrick Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U678n Heston Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U698n Dalswinton Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U701n Deans Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U702n Dinmont Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U708n Dunlop Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U720n Fairford Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE

U721 Newton Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U722n Findlater Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U744n Glenlee Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U745n Glentrool Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U763n Hardthorn Road (East Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U763n Hardthorn Road (West Section)			30	20	Y	Y				Wider section of road. Houses set back on south side. Close to NSL		FALSE	FALSE	FALSE	TRUE
U764n Bennan Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U797n Kenilworth Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U798n Kindar Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U804n Latimer Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U809n Lewars Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U815n Lochside Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U824n Lorimer Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U826n Mannering Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U844n Babbington Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U851n Monreith Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U858 Mcburnie Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U860n Clarinda Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U861n Newton Road (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U861n Newton Road (30mph section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U873N From U877N To St Theresas School			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U874n St Teresa's Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U875n Oliphant Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U876n Osborne Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U877n Osborne Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U878n Old Irongray Road			30	30	N	N						FALSE	FALSE	TRUE	FALSE
U886n Peveril Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U90 Hardthorn Villas			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U900n Rankine Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U902n Riddell Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U924n Shirley Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U941n Syme Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U942n Talisman Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U955n Waverley Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U703n Criffel Road To Glasgow Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U894n Priory Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U912n Rowan Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U179 Lawbank Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U180n Newbridge Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U181n Kilncroft Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U182n Dalawoodie Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U183n Broomrig Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U184n Guilyhill Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U185n Hardlawbank Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U186n Jardington Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U189n Farmland Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U601n Abbey Lane			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U652n Bruce Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U656n Cairn Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U657n Cairn Circle			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U658n Cairn Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U659n Cairn Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U682n College Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U683n College Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U684n College Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U692n Criffel Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U693n Criffel Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U694m Criffel Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U695n Criffel Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U707n Dudgeon Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U714n Elder Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U715n Elizabeth Walk (20mph section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U715n Elizabeth Walk (30mph section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U790n Jock's Loaning			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U811n Lincluden Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U827n Maple Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U832n Margaret Walk (20mph section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U832n Margaret Walk (30mph section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U889n Poplar Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U895n Priory Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U931n Stewartry Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U932n Stewartry Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U933n Stewartry Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U968n Young Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C136n From B729 Near Kilness To Glasgow Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C136n Glasgow Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U250n Woodlands Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U251n Woodlands Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U252n Woodlands Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U253n Woodlands Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U254n Woodlands Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A76 Glasgow Road			30	30	N	Y						FALSE	FALSE	TRUE	FALSE
A76 Glasgow Street			30	30	N	Y						FALSE	FALSE	TRUE	FALSE
A76 Glasgow Street Nb From Galloway Street To Lochfield Road			30	30	N	Y						FALSE	FALSE	TRUE	FALSE
A76 Glasgow Street Sb From Sunderries Road To Galloway Street			30	30	N	Y						FALSE	FALSE	TRUE	FALSE
U685n College Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U685n College Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U685n Well Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U697n College Mains Road			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
U724n Forsyth Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U747n Goldie Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U748n Goldie Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U864n Nithbank Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U868n Nithside Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U926n Stakeford Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U929n Steel Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U930 Shortridge Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U936n Sunderries Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U937n Sunderries Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U947n Union Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U951n Victoria Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U950n Victoria Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U921n School Lane			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U916n St Cuthbert's Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U880n Palmerston Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U879n Palmerston Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U857n Nelson Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U854n Mossgiel Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U838n Mcgeoch Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U836n Mauchline Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U786n James Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U749n Golf Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U741n Glencairn Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U730n Gilbert Circle			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U716n Ellisland Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U704n Doon Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U661n Campbell Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U631n Ballochmyle Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U619n Armour Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U611n Albert Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U610n Dinning Close			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U606 Simpson Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U604n Afton Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U583n Darrant Wynd			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U228n Ash Road (southeast section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U228n Ash Road (northwest section)			30	30	N	N						FALSE	FALSE	TRUE	FALSE
U227n Maxwelltown Station Road			30	20	Y	Y				Used as rat run to bypass the A75. Semi rural straight section of roac		FALSE	FALSE	FALSE	TRUE
U187 Maxwelltown Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C14n Terregles Street (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C14n Terregles Street (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C14n Terregles Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A711 Dalbeattie Road			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A780 Cassalands			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A780 Castle Douglas Road			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A780 Galloway Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A780 Laurieknowe (20mph section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A780 Laurieknowe (30mph section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U349n Corberry Mews			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE

U679n Church Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U686n Corbelly Hill			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U687n Corberry Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U766n Hermitage Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U767n Hermitage Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U770n High Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U772n Hill Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U778n Howgate Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U787n Janefield Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U788n Janefield Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U789n Janefield Gardens			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U833n Market Square			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U837n Maxwell Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U841n Millbrae Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U842n Mill Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U850n Caul View			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U885n Park Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U892n Primrose Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U906n Rosemount Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U922n Corberry Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U940n Suffolkhill Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U244n Maxwelltown Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U285n from A75/A76 Roundabout To Industrial Estate			30	30	Y	Y						FALSE	FALSE	TRUE	FALSE
U351 Blackley Park Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U352 Blackley Park Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U353 Blackley Park Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U354 Blackley Park Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U355 Yarrow Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U356 Yarrow Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U357 Yarrow Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U358 Yarrow Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U359 Yarrow Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U598n Palmerston View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U613n Alexandra Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U620n Ashfield Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U624n Babbington Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U642n Beech Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U700n David Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U743 Hardthorn Meadows			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U746n Gloucester Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U761n Hardthorn Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U762n Hardthorn Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U799n King Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U810n Lime Tree Walk			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U812n Loch Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U814n Lochfield Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U825 Summerville Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U835n Summerville Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U890n Portland Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U938n Summerville Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U951n St Anne's Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U962n Windsor Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B729 From C110N Near Blackpark Cottages To C113N At Throughgate (East section)			30	30	N	Y						FALSE	FALSE	TRUE	FALSE
B729 From C110N Near Blackpark Cottages To C113N At Throughgate (West Section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B729 From C113N At Throughgate To U376N North West Of Dunscore (20mph Section			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B729 From C113N At Throughgate To U376N North West Of Dunscore (30mph Section in Dunscore			30	20	N	Y				North-west end. B Class road. Not built up. Next to NSL.		FALSE	FALSE	FALSE	TRUE
B729 From C113N At Throughgate To U376N North West Of Dunscore (30mph Section in Throughgate			30	30	N	N						FALSE	FALSE	TRUE	FALSE
C111n Church Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C113N From A76 East Of Burnhead To B729 At Throughgate (north end)			30	30	N	N						FALSE	FALSE	TRUE	FALSE
C113N From A76 East Of Burnhead To B729 At Throughgate (south end)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C37n Kirkgate			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U372N From B729 At Dunscore B729 To Lochenhead Including Branch From Mansegate To Upper Langbank (20mph Section			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U372N From B729 At Dunscore B729 To Lochenhead Including Branch From Mansegate To Upper Langbank (30mph Section			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U373n Dalgonar Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U374n Crawston Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U531n Lochend Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A702 Chapel Street (20mph section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A702 High Street			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A702 Principal Road From C116N Near Cairn Bank To Chapel Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A702 Principal Road From High Street To B729 Near Kirkland (20mph section			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A702 Principal Road From High Street To B729 Near Kirkland (30mph section			30	30	N	N						FALSE	FALSE	TRUE	FALSE
B729 Ayr Street (20mph Section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B729 Ayr Street (30mph Section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B729 From U398N At Moniaive To U141S East Of Carroch			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U393N From A702 Near Railway Station To Grainner			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U394N From North Street In Moniaive To Benbuie (20mph section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U394N From North Street In Moniaive To Benbuie (30mph section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U394n North Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U395n Park Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U396n Neis Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U397n Craignee Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U398N From B729 At Kilniess To U394N Near Broomfield			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U399N From C119N At Tynron Bridge To A702 At Moniaive Bridge			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U516 Dalmacallan View			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
Ainse Street (No Road Number)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C129n Anderson Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C129n Glengaber Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C129n Hyslop Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C33n Greystone Avenue (20mph section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C33n Greystone Avenue (30mph section)			30	20	Y	Y				Continues from Needle street and joins traffic calmed section of road		FALSE	FALSE	FALSE	TRUE
C33n Needle Street			30	20	Y	Y				Straight and open/not built up.		FALSE	FALSE	FALSE	TRUE
Glenaylmer Road (No Road Number)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
Marne Street (No Road Number)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U433n Robertson Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U434n Graham Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U435n Scott Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U436n Mcconnel Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U437n Burns Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U438n Hyslop Street West			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U439n Niviston Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U441n Guffock Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U442n Glenwhargen Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U442n Williamson Way			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U443n Corserig Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U444n Needle Lane			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U445n Polmeur Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U446n Auchengour Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U447n Breckeny Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U448n Birkburn Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U449n Greystone Branch			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U450n Gillenburn Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U450n Glenwharrie Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U451n Polbroc Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U452n Craig Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U452n Polveoch Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U454n Libry Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U455n Mill Lade			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U456n Riverside			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U457n Duke Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U493n Kirkland Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U494n Sandyknowe Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U495n Troston Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U496n Dryburn Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U517 Polveoch Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U522n St Conals Square West			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U523n Riverside Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U524n Elliock Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U525n St Conals Square East			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U529n Bayonet Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U530n Kingsway			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C128n Blackaddie Road			30	20	Y	Y				Long, straight, partial industrial, minimal parking to slow vehicles. Rural to west side		FALSE	FALSE	FALSE	TRUE
C130 Church Road (North End)			30	20	Y	Y				Open rural section. Although it narrow road is straight and comes of the A76		FALSE	FALSE	FALSE	TRUE
C130 Church Road (South End)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U300n Station Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U301n Buccleuch Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U301n Queensberry Square			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U302n Harvey's Wynd			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U302n Simpson Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE

U303n Queen's Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U303n South Lochan			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U303n West Lochan			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U304n West Lochan			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U305n Mckendrick Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U306n Howies Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U307n Leven Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U308n Cameron Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U309n Queen's Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U310n Glendyne Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U310n Renwick Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U311n Deer Park Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U311n Lovedale			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U311n Waugh Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U312n Crichton Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U313n Euchan Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U314n Bell Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U314n Castle Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U315n Forsyth Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U315n Nivison Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U316n Queensberry Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U317n Mccron Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U462N From C130N At Broomfield To U463N Near Heukslanc			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U463n St Mary's Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U464n Blowearie Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U538n Broomfield			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U65n Dunlop Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U82 The Yard			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U878n John Bailey Smith Way			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
B797 From A76 At Mennock Toll To South Lanarkshire Boundary North Of Wanlockheac			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U469N From B797 At Tollhouse To U470N Near Smithy			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U470n Church Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U470N From Church Street Northwards			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U470N From Church Street To Goldscaur Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U470N From Goldscaur Road To B797			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U470n Goldscaur Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C132N From A702 Near Drumcruilton To A702 At Durisdeermil			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
Cotton Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U532n Durisdeer Village			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U475N From A76 At Carronbridge To Manse Brae Near Mansefield			30	30	N	N						FALSE	FALSE	TRUE	FALSE
U497n Waulkmill Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U515n Carronview			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U427N From A702 At Burnhead To A76 At Carse Knowe			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A702 Gill Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C134n East Morton Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C134N From B731 South Of Thornhill To Townhead Stree			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C134n Station Road (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C134n Station Road (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C134n Townhead Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C134n West Morton Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
Maxwell Park (No Road Number)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U410n Boat Brae			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U412n Kinnell Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U413n New Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U414n West Back			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U415n Blackrig			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U416n Smithy Lane			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U417n Cairnkinna Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U418n Benan Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U419n Muirhall Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U419n Wallrees Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U420n Dalgarnock Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U421n Drumlanrig View			10 and 30	20	Y	Y						FALSE	FALSE	FALSE	FALSE
U422n Buccleuch Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U423n East Back			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U424n Manse Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U425n Aulton Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U425n Blackmire Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U441n Townhead Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U505 Waugh Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U506 Waugh Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U511 Abbeyfield Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U520n Corstorphine Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U533n Seton Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U534 Davie Gill Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U535n St Cuthbert's Walk			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U536n Back Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U537n Queensberry Brae			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U539n Queensberry Beeches			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U573n Pegasus Way			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U94 Queensberry Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A702 Main Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A702 Principal Road From Main Street To C126N At Virginhal			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A702 Principal Road From Scar Bridge To Main Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C125N From C126 At Keir Mill To A702 At Penpont			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C125n Marrburn Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U407n Bogg Road (north-west section)			30	30	N	N						FALSE	FALSE	TRUE	FALSE
U407n Bogg Road (south-east section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U407n Corse Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U408n Grennan Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U408n Grennan Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U409N From A702 At Penpont To Church			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U498n Princes Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U509 Millbank Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C119N From A702 Near Clonrae To A702 At Cloneheac			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U512N From C119N At Tynron To Churchyard Gate			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U403N From C119N At Kirkland To Milnton			30	30	N	N						FALSE	FALSE	TRUE	FALSE
C126n Mortonholm Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C125N From C126 At Keir Mill To A702 At Penpont			30	20	N	Y			Long straight road with quite a short 30mph speed limit. Rural. Few frontages.			FALSE	FALSE	FALSE	TRUE
C125N From C126N Keir Mill To U382N Porterstowr			30	20	Y	Y			Long straight road with quite a short 30mph speed limit. Rural. Few frontages.			FALSE	FALSE	FALSE	TRUE
C135N From U480N Cample To A76T Atcloseburn			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U480N From C135N At Cample To U475N North West Of Townfoot			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U486N From A76 At Blackwood School To C6N At Croalchape			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C135N From U480N Cample To A76T Atcloseburn			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C135n Shawsholm Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U483N From C135N At Wallace Hall Academy To Closeburn Church			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U484N From C6N Near Croalchapel To U483N At Closeburn Primary Schoo			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U500n Firmuir Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U501n Castle Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U584n Woodend Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U584n Woodend Way			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U27n Birkie Knowe			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U28n Dalcrum Rise			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U29n Ae View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C16N From West Lanegate To C19N Near Dalfibble			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
Auld Brig View (No Road Number)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C11N From A76 At Auldgirth To U113N Near Dalswinton Schoolhouse			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U491n Ballochan Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U491n Linn Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U541N From C11n including spur north-westwards for 270m to termination, including turning circle			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C113N From A76 East Of Burnhead To B729 At Throughgate			30	20	N	Y			Known location of speeding traffic.			FALSE	FALSE	FALSE	TRUE
U369n Lochview Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U20n Connel Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C11N From U113N Near Dalswinton Schoolhouse To C3N At Duncow			30	20	N	Y			Known location of speeding traffic.			FALSE	FALSE	FALSE	TRUE
U366N From B729 Near Kilness To Cluden Mill Including Loog			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U346n Dercongal Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U363n School Road (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U363n School Road (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C136N From B729 Near Kilness To Glasgow Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C136n Glasgow Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C47N From C112N At Irongray Road To C136N At Glasgow Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U164N From C136N At Newbridge North East For 405M			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U105n Roacks Road (East Section)			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
U105n Roacks Road (West Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C8n Main Road			30	20	Y	Y			In line with Schools Programme. Semi rural. Straight. Complaints of speeeding from locals			FALSE	FALSE	FALSE	TRUE
C8n Roucan Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U52n Townhead Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE

U54n Rokele Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U55n Main Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U62n Low Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U63n Raecroft Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U66n Roucan Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U79 Townhead Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U80 Townhead Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
~~Name of Road Authority~~															
~~Total Number of Exisiting~~	~~Total Number~~														
~~Section A - 20mph roads remaining at 20mph~~	~~595~~														
~~Section B - 20mph roads increasing to 30mph~~	~~0~~														
~~Section C - 30mph roads remaining at 30mph~~	~~109~~														
~~Section D - 30mph roads changing to 20mph~~	~~2051~~														

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/ Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information	20 remain 20	20 increase to 30	30 remain 30	30 reduce to 20
A717 Cairnryan Road (A717 Section Only)			30	20	N	Y				Wide open road coming off Trunk Road		FALSE	FALSE	FALSE	TRUE
A717 Market Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A717 Port Rodie			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A717Harbour Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A718 Agnew Crescent			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A718 Church Street			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A718 Leswalt Road			30	20	N	N						FALSE	FALSE	FALSE	TRUE
A718 Lewis Street (20mph section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A718 Lewis Street (30mph section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A718 Market Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A718 Queen Street			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A718 Sheuchan Street			30	20	N	Y				Combined Mean Speed of 28.4mph		FALSE	FALSE	FALSE	TRUE
A77 Dalrymple Street (DGC maintained section of A77)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A77 Edinburg Road (DGC maintained section of A77)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A77 Station Street (DGC maintained section of A77)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A77 Stonykirk Road (DGC maintained section of A77)			30	30	N	N						FALSE	FALSE	TRUE	FALSE
B737 Bridge Street			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B737 Hanover Street			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B737 Leswalt High Road (20mph Section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B737 Leswalt High Road (30mph Section)			30	20	N	Y				Identified thorugh speed surveys		FALSE	FALSE	FALSE	TRUE
B737 London Road			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B737 Sun Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C14w Charlotte Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C14w Coronation Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C14w Coronation Drive (C14w From A77 South of Enoch to Coronation Drive)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C14w George Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C14w Glebe Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C14w High Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C14w Ochtelure Way (C14w From A77 South of Enoch To Coronation Drive)			30	20	Y	Y				Identified through speed surveys		FALSE	FALSE	FALSE	TRUE
C14w Old Military Road (C14w From A77 South of Enoch to Coronation Drive)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C14w Park Lea Gardens			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C40w McMasters Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C41w Dalrymple Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C42w Academy Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C43w Bellevilla Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C44w King Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C54w Commerce Road			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
C54w From Stonekirk Road to A75 (Commerce Road)			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
U200w Lochview Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U200w Lochview Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U230w Moorefield			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U269w Palmer Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U270w Burnside Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U271w Rephad Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U400w Antrim Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U401w Ailsa Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U402w Arran Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U402w Corsewall Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U403w Ashwood Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U404w Bayview Road (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U404w Bayview Road (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U405w Belmont Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U406w Belmont Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U407w Bowling Green Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U408w Braidview Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U409w Broomfieled Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U410w Back Rampart			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U411w Broadstone Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U412w Brookfield Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U413w Brookfield Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U414w Cairnport Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U415w Clenoch Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U416 w Commerce Road			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
U417w Churchill Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U418w Craiglea Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U420w Castle Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U421w Dale Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
u422w Culreoch Way			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
U423w Dunbae Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U424w Dunbar Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U425W Dalriada Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U426w Eastwood Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U427w Encliffe Lane			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U428w Fairhurst Road (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U428w Fairhurst Road (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U429W Fellview Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U430w Finnart Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U431w Foundry Lane			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U432w Fisher Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U433w Galloway Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U434w Glenwelll Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U435w The Grove			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U436w Glen Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U437w Hamilton Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U438w Hawthorn Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U439 Hillside Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U440w Hanover Square			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U441w John Simpson Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U442w John Simpson avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U443w Kilmirren Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U444w Knockcullie Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U445w Ladies Walk			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U447w Laburnum Grove			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U448w Larg Avenue (West Side DGC Maintained) Non Private Section			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U449w Larg Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U450w Liddesdale Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U451w Laurel Grove			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U452w Meadowbank			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U453w Mayfield Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U454w Marine Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE

U177n Baxter Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U178n Mcleod Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U239n Herries Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U240N From Herries Avenue To C7N Catherinefield Roac			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
U263N From Catherinefield Road To Terminatior			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
U276n Downs Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U50n Tinwald Downs Road (East Section Downs Road to Ind Est)			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
U50n Tinwald Downs Road (West Section A701 to Downs Road)			30	20	Y	Y				Leads to Industrial Estate and commercial business. Straight		FALSE	FALSE	FALSE	TRUE
U543n Dinwiddie Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U544n Twiname Way			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U545n Arrol Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U546n Fair Gardens			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U547n McKerrow Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U548n Macdiarmid Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U549n Bushby Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U550n Astor Drive (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U550n Astor Drive (30mph Section)			30	20	Y	Y				The existing 20mph section is traffic calmed. Long, straight road.		FALSE	FALSE	FALSE	TRUE
U551n Grieve Walk			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U551n Grieve Way			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U552n Johnston Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U553n Argyll Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U554n Tinwald Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U555n Wellington Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U556n Anson Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U557n West Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U558n Gates Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U559n Penman Gardens			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U560n Tyerman Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U561 Smith Grove			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U562n Ash Grove			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U562n Bell Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U563n Harkness Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U564n Ash Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U565n Willow Grove			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U566n Slater Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U567n Wilson Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U568n Claymore Meuse			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U569n Tinwald Meuse			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U971n Anne Arundel Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U972n Hunter Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U973n Jericho Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U974n Hutcheon Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U976n Thistle Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
B725 From Shore Road, Glencaple To B724 Near Aiket			30	20	N	Y				Short rural section next to NSL.		FALSE	FALSE	FALSE	TRUE
C12n Bankend Road			30	20	Y	Y				Next to the NSL. Straight with little parking to slow vehicles.		FALSE	FALSE	FALSE	TRUE
u123n Croft Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B725 From Shore Road, Glencaple To B724 Near Aiket (North-east section			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B725 From Shore Road, Glencaple To B724 Near Aiket (south section)			30	20	N	Y				B Class road in rural area next to the NSL. Straight with little parking.		FALSE	FALSE	FALSE	TRUE
C27n Church Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U156n Great Eastern Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U129n Norfolk Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U157n Wardlaw Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U156n Wellington Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B725 Glencaple Road			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B725 Shore Road			30	20	N	Y				B Road. Open. Houses set back. Next to NSL.		FALSE	FALSE	FALSE	TRUE
U669n Castledykes Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U742n Glencaple Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B725 Glencaple Road (South end)			30	20	N	Y				Semi rural location with little frontage - leading out of town		FALSE	FALSE	FALSE	TRUE
B725 Glencaple Road (North End)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U800n Kingholm Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U120n Kingholm Loaning			30	20	Y	Y	???					FALSE	FALSE	FALSE	TRUE
B726 Kingholm Road			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U121n Laghall Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U121n Millview			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U121n Shearwater Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U152n Glenholm Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U126 Mcfarlane Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U109n Mcallister Way			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A701 Academy Street			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A701 Edinburgh Road (North East Section)			30	20	N	Y				Wider. Less frontage. Leads onto Bypass (60mph)		FALSE	FALSE	FALSE	TRUE
A701 Edinburgh Road (South Section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A756 Brooms Road (20mph Section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A756 Brooms Road (30mph Section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A756 St Michael's Bridge Road			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A780 Annan Road (20mph Section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A780 Annan Road (30mph Section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A780 Buccleuch Street			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A780 Church Crescent			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A780 Church Place			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A780 English Street			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A780 Loreburn Street			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A781 Nith Place			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A781 Nith Street			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A781 Shakespeare Street			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A781 Whitesands			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B725 St Michael Street			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
C202n Dockhead			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C203n Great King Street			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
C204n Lovers' Walk			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U203n Newall Terrace			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U574n Charnwood Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U592n Sir John Richardson Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U612n Aldermanhill Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U622n Assembly Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U634n Bank Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U636n Barkerland Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U640n Barn Slaps			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U641n Barrie Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U646n Brewery Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U648n Brooke Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U655n Burns Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U670n Castle Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U671n Catherine Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U673n Charlotte Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U677n Chapel Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U681n Clerkhill			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U690n Cresswell Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U691n Cresswell Hill			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U696n Cumberland Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U710n Dobie's Wynd			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U711n Eastfield Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U713n Millburn Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U723n Friars Vennel			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U726n George Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U73n Three Crowns Court			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
U740n Glebe Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U750n Gordon Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U755n Greyfriars' Street			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
U759n Grierson Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U765n Henry Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U769n High Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U773Bruce Dewar Mews			20	21	Y	Y						FALSE	FALSE	FALSE	FALSE
U774 Cresswell Wynd			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U777n Hoods Loaning			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U783n Irish Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U785n Irving Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U803n Larchfield Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U808n Leafield Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U813n Lochar Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U816n Lochar Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U822n Caledonian Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U839n Mclellan Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U843n Martin Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U843n Millburn Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U848n Mckie Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U852n Montague Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U856n Munches Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U862n Nith Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE

U883n Park Lane			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
U893n Queensberry Square			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U897n Queen Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U898n Queensberry Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U899n Rae Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U907n Rosevale Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U908n Rosevale Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U914n St Andrew Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U948n Upper Millburn Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U949n Verdun Square			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U953n Wallace Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U954n Watling Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
A780 Annan Road (20mph Section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
A780 Annan Road (30mph Section East)			30	20	N	Y				Becomes more industrial at this ends. Open and Connects with Bypass		FALSE	FALSE	FALSE	TRUE
A780 Annan Road (30mph Section West)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C29n Brownrigg Loaning			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U107N From A75 At Brasswell To Isle Of Man			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U625n Back Row			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U676n Chichester Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U821n Loganbarns Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U840n Mid Row			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U853n Morton Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U869n Noblehill Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U871n Noblehill Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U872n Noblehill Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U876n Nithsdale Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U944n The Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U956n Wellbrae			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U979n Parkhead Link Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U980n Noble Grove			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C206n Craigs Road (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C206n Craigs Road (30mph Section)			30	20	Y	Y				Long straight section . Few frontages and little parking.		FALSE	FALSE	FALSE	TRUE
C206n Gillbrae Road (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C206n Gillbrae Road (30mph Section)			30	20	Y	Y				Long straight section . Few frontages and little parking.		FALSE	FALSE	FALSE	TRUE
C207n Calside Road (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C207n Calside Road (30mph Section)			30	20	Y	Y				The 20mph section is traffic calmed and this is long and straight.		FALSE	FALSE	FALSE	TRUE
C208n Georgetown Road			30	20	Y	Y				Long straight section running through centre of Georgetown		FALSE	FALSE	FALSE	TRUE
U192n Calside Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U193n Calside Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U194n Calside Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U199n Urquhart Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U200n Urquhart Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U209n Elmbank Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U242n Airds Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U243n Airds Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U245n Mosspark Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U246n Hillview Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U247n Hillview Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U248n Hillview Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U249n Robertson Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U256n Rowanbank Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U257n Rowanbank Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U258n Cartha Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U260n Minden Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U261n Minden Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U262n Minden Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U264n Craiglochar Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U265n Craigvale Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U266n Craigburn Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U267n Mosspark Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U268n Mosspark Way			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U269n Mosspark Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U270n Mosspark Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U271n Cartha Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U272n Kirkland Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U273n Kirkland Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U274n Kirkland Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U278n Mosspark Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U281n Moss View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U286n Rowanbank Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U287n Elderbank Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U288n Craigs Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U289n Craigs Loaning			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U291n Maplebank Loaning			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U292n Larchbank Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U293n Makbrar Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U294n Makbrar Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U295n Makbrar Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U296n Makbrar Wynd			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U297n Makbrar's Neuk			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U298n Makbrar Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U318n Essex Park Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U319n Oakfield Brae			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U319n Oakfield Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U320n Willowfield Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U321n Birchfield Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U322n Hazelfield Close			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U323n Cherry Lane			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U324n Carthagena Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U325n Carthagena Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U326n Oakfield Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U327n Poplar Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U328n Lime Grove			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U329n Makbrar Meuse			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U330n Makbrar Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U331n Holly Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U332n Aspen Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U333n Essex Park Meuse			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U334n Wolfgill Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U336n Monro Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U337n Monro Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U338n Monro Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U339n Alder Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U340n Wolfgill Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U341n Wolfgill Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U342n Wolfgill Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U343n Undercraigs Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U344n Undercraigs Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U345n Undercraigs Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U346n Undercraigs Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U348n Calside Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U355n Calside Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U508 Kirkland Wynd			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U607n Airds Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U637n Barnton Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U639n Barnton Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U699n Darlison Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U705n Douie Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U706n Douie Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U719n Fairfield Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U727n Georgetown Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U728n Georgetown Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U731n Gillbrae Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U732n Gillbrae Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U733n Gillbrae			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U734n Gilloch Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U735n Gilloch Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U736n Gilloch Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U792 Barnton Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U793n Kellwood Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U794n Kellwood Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U795n Kellwood Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U819n Loganbarns Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U820n Loganbarns Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U821n Loganbarns Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U985n Queensberry View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C31N From A75 Near Byloch To B724 Near Mouswalc			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U103N From C31N At Mouswald Church To A75 At Breconrae			30	20	N	Y						FALSE	FALSE	FALSE	TRUE

B7020 From A75 Near Ladyfield To B725 At Dalton			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B7020 From B725 At Dalton To C25A At Millriggs			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B725 From U79A Near Littledyke To U81A At Gillhal			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B725 From A75 At Carrutherstown To U79A Near Littledyke			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
U102A From A75 At Hetland To B725 And Cornerhouse			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U103A From U104A At Carrutherstown To Turning Head			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U104a Carrutherstown To Nether Stenries (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U104a Carrutherstown To Nether Stenries (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U80a Herdel Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U80a Whitehill Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
B725 From B724 Near Plans To A75 At Carrutherstown			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U98n Kirkbeck Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B724 From B725 North Of Clarencefield To U93N Near Summerfield			30	20	N	Y				Has VAS may require additional features. Long, straight, semi rura		FALSE	FALSE	FALSE	TRUE
U95N From B725 Near Thwaite To U91N Near Ruthwel			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U96n Aiket Loaning			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U97n Kirklands Loaning			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B724 From B725 South Of Clarencefield To C34A (West section			30	30	N	N						FALSE	FALSE	TRUE	FALSE
B724 From B725 South Of Clarencefield To C34A (East section)			30	20	N	Y				Wide sections, rural, B class, next to NSL (rural connecting section also)		FALSE	FALSE	FALSE	TRUE
C34A From B724 To U126A At White Row Cottages			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U126A From C34A At White Row Cottages To West Of Hotel			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U127a Lake View			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U128a Lakeview Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U375 Queensberry Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U394a Ryehill Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U395a Links Avenue			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C35a Three Trees Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U129a Broom Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U130a Muirbeck Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U86A From C35 At Newbie Boiler Works To Branch Railway North Of Works			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C49a Bridge Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C49A From B723 Near Parkneuk To High Street, Brydekirk			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C49a High Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C50A From B721 At Howes To C49A At Brydekirk			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U215a North Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U212a Warmanbie Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U213a Jenkins Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U213a Woodcockair Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U214a Manse Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U214a River Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U501 Riverside Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U511a School Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C44a From C43a Near Creca To Private Road Access At Creca Hall			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B721 From Carlisle Street To Annan Road, Eastriggs			30	20	N	Y				Raised by Elected Members as a problem location		FALSE	FALSE	FALSE	TRUE
U145A From U147A At Dornock To Dornock Cottage			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U146A From B721 At Dornock Smithy To U145A At Dornock Church			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U147A From B721 At Dornock To Dornockbrow			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U203a Bellevue Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B721 Annan Road			30	20	N	Y				Part industrial/rural/residential. Frontages set back		FALSE	FALSE	FALSE	TRUE
B721 From Annan Road, Eastriggs To C48A Near Kirtle Water Bridge			30	20	N	Y				Consider with above		FALSE	FALSE	FALSE	TRUE
B721 From Carlisle Street To Annan Road, Eastriggs (East section)			30	20	N	Y				Consider with above		FALSE	FALSE	FALSE	TRUE
B721 From Carlisle Street To Annan Road, Eastriggs (West section)			30	30	N	N						FALSE	FALSE	TRUE	FALSE
C40a The Rand			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C40a The Ridge			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C40a Vancouver Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C41a Melbourne Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
Calverley Place (No Road Number)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
Ladysmith Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
The Crescent (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
The Crescent (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U´59a Auckland Walk			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U131a Delhi Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U149a The Green			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U150a Dunedin Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U151a Halifax Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U152a Rand Square			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U154a Delhi Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U155a Durban Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U156a Gillwood Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U157a Gullielands Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U158a Pretoria Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U160a Brisbane Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U160a Singapore Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U161a Sydney Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U162a Ottawa Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U163a Calcutta Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U164a Winnipeg Way			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U185a Vancouver Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U189a Vancouver Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U201a East Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U201a North Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U512a Victoria Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U515a Tasman Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U516a Baffin Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U556a Central Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U562a Low Meadow			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B721 Carlisle Road			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B721 Church Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B721 High Street			30	20	N	Y				VAS decided on at bridge to slow cars coming into Annar		FALSE	FALSE	FALSE	TRUE
B721 Scott's Street			30	20	N	Y				Speed Counter = mean speed of 27.5mph		FALSE	FALSE	FALSE	TRUE
B722 From North Street To C51A At Landheads			30	20	N	Y				Has VAS may require further TCMs - Known high speeds (27.5mph)		FALSE	FALSE	FALSE	TRUE
B722 Lady Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B722 North Street			30	20	N	Y				Has VAS may require further TCMs - Known high speeds		FALSE	FALSE	FALSE	TRUE
B722 Thomas Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C29a Seafield Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C36a Port Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C37a Waterfoot Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C38a Bank Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C38a Elm Road			30	20	Y	Y				Speed Counter = mean speed of 27.6mph		FALSE	FALSE	FALSE	TRUE
C38a Hillend Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C38a St John's Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C38a Station Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C39a Annerley Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C39a Summergate Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U139a Watchhall Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U140a Watchhall			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U205a Windermere Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U206a Hospital Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U207a Prestonfield Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U265a Springbells Road (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U265a Springbells Road (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U266a Morningside Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U267a Rosemount Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U268a Winterhope Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U269a Turnberry Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U398a Newlands Rise			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U40 Preston Gardens			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U41 Highfields Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U44a Muirfield Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U502 Lockhart Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U503a Stapleton Road			30	20	Y	Y				Known location with high speeds		FALSE	FALSE	FALSE	TRUE
U504a Hillview Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U505a Esk Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U506a Fernlea Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U507a Eden Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U508a Shawhill Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U543a Kimmeter Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U551A Opposite Eden Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U890 Craignair Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U891 Craignair Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U900a Craignair Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U901a Nursery Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U902a Moat Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U903a Bruce Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U904a Battery Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U906a Butts Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U906a Millpark Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U906a Tweedie Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U907a Dick's Well Wynd			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U908a Back Lady Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE

U909a George Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U910a English Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U911a Johnstone Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U912a Wellington Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U913a Queensberry Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U914a Addison Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U914a Alexandra Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U915a Galabank Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U916a Silverhill			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U917a Wallace Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U918a Silvermount			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U919a Millpark Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U920a Albert Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U921a Greenmeadow Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U922 Northfield Park Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U922a Plumdon Park Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U923 Northfield Park Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U924a Newington Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U925a Graham Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U926a Thorburn Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U927a Northfield Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U928a Standalane Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U929a Silverlaw			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U929a Standalane			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U930a Silverlaw Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U931a Dykes Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U932a Matheson Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U933a New Path			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U934a Kennels Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U935a Mcneish Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U936a Fieldside			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U940a Loreburn Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U941a Clapperton Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U942a Caledonian Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U943a Tweedie Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U944a Northgate			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U945a Latimer Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U946a Greenlea Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U947a Charles Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U948a Rose Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U949a Newington Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U950a Drummond Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U951a Westgill Square			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U952a Kimmeter Square			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U953a Shawhill Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U954a Seaforth Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U955a Howgill Brae			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U956a Queensway			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U959a Princes Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U963a Nicholson Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U964a Carlyle's Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U965a Victoria Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U966a Hallmeadow Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U967a Closehead Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U967a Nicholson Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U968a Wood Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U969a Stevenson Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U970a Douglas Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U971a Longmeadow Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U972a Greencroft Wynd			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U973a Station Approach			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U974a Lovers' Walk			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U975a Back Of The Hill			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U976a Summerhill Road			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U978a Fruids Park Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U979a Victoria Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U980a Downie's Wynd			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U981a Ednam Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U982a Seaforth Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U983a Hecklegirth			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U983a Solway Street			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U984 Scroggie Meadow			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U985a Murray Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U986a Woodman Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U987a East Hecklegirth			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U988a East Hecklegirth			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U989a Solway Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U990a Greenknowe Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U991a Summervale Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U993a Solway Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U994a Turnberry Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U996a Kimmeter Wynd			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U997a Turnmuir Dell			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U998a Summervale Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U999a Glynt Wynd			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B7076 From B722 Near Eaglesfield To B725 At Ecclefechar			30	20	N	Y				B Class Road with VAS. May require further TCM's. Houses set back and semi rural.		FALSE	FALSE	FALSE	TRUE
B7076 From B725 At Ecclefechan To U340A Near Cowdens (north west)			30	30	N	N						FALSE	FALSE	TRUE	FALSE
B7076 From B725 At Ecclefechan To U340A Near Cowdens (south east)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B725 From B723 Near Buckie Cottage To Hoddam Road, Ecclefechar			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B725 Hoddom Road			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C51A From B722 At Landheads To B725 At Ecclefechan			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C53a Burnbank Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C53a High Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U219a Ashgrove Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U220a Gillie's Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U221a Castle Acre			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U221a Castle Break			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U264a Church Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U531a Peacock Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U533a Meadowfoot Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U534a Meadowfoot Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U549a Hall Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U553a Academy Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U554a Langlands Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U555a Bluebell Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U558a Langside			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U563a Oaktree Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C25A From C24A At Blackrig To C26A At Hightae (north west)			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
C25A From C24A At Blackrig To C26A At Hightae (south east)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C25a High Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C26A From A709 Priestdykes To Prestonhouse Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C26A From C25A To B7020 Near Mossburn			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C26a Greenhill Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
Prestonhouse Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U69A From B7020 At Old Mill Bridge To C25A At Dykehead			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U71a Rockhall Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B7068 From C60A At Bankshill To U270A At Paddockhole Bridge (30mph Section			30	20	N	Y				short rural section. B Class road. Few frontages.		FALSE	FALSE	FALSE	TRUE
B7068 From C84A At Castlehill Cottages To C60A At Bankshill (30mph Section)			30	20	N	Y				short rural section. B Class road. Few frontages.		FALSE	FALSE	FALSE	TRUE
U278a Hazelberry Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C81A From B723 At Boreland To C82A Near Heithat			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B723 From C102A Near Gillesbie To B709 At Eskdalemuir (20mph Section			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B723 From C102A Near Gillesbie To B709 At Eskdalemuir (30mph Section			30	20	N	Y				Section to East only. Combined mean speeds = 32mph		FALSE	FALSE	FALSE	TRUE
U282a Forest Cottages Road			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C100A From C99A At The Bield To C99A At Kilbrook			30	20	Y	Y				Has VAS may require other TCM's		FALSE	FALSE	FALSE	TRUE
C101A From B7076 At Jocks Thorn To C100A At Wamphray			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U296A From C100A At Roughlake To C99A Near Plantationfoot			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U297A From C100A Near Station To C99A			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A701 Academy Road			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A701 Church Gate			30	20	N	Y				Short connecting section. Open and wide. Next to NSL. Has VAS may require further TCM's. Only included as connecting section		FALSE	FALSE	FALSE	TRUE
A701 Edinburgh Road			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A701 High Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A701 Principal Road From A74M Roundabout Beattock South To Church Gate (North			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A701 Principal Road From A74M Roundabout Beattock South To Church Gate (South			30	30	N	N						FALSE	FALSE	TRUE	FALSE
A701 Principal Road From Edinburgh Road To B71			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A708 Holm Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A708 Principal Road From C99A At The Holm To The Boundary With Scottish Borders Counci			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A708 The Holm			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
C99A From Old Carlisle Road South Of The A708 At Holmend To C100A At The Bielc			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE

Caledonian Place (No Number)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
Mansfield Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U307A From Well Road To Moffat Wel			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U307a Well Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U307a Well Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U308a Beechgrove			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U308A From Old Edinburgh Road To Ericstane			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U308A From Old Edinburgh Road To Ericstane			30	30	N	N						FALSE	FALSE	TRUE	FALSE
U309A From A701 At Mountcharles To Junction With B7076 Near Coatsgate Quarry			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U801a Annangate			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U802a Ballplay Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U805a Buccleuch Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U806a Burnside			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U808a Causeway Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U809a Charlotte Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U810a Church Place			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U811a Church Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U812a Dickson Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U813a Dundanion Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U814a Eastgate			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U815a Ettrick Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U815a Ettrick Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U816a Grange Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U817a Grange Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U818a Harrfell Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U819a Harthope Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U820a Haywood Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U821a Henderson Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U822a Hillside Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U823a Hydro Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U825a Mearsdale Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U826a Mearsdale Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U827a North Park Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U828a Old Well Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U829a Crosslaw Burn			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U829a Frenchland Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U830a Rae Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U831a Reid Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U832a Syme Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U833a School Lane			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U834a Sidmount Avenue			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U835a Chapel Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U835a Star Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U836a Union Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U837a Victoria Place			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
U841a St Ninians Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U842a The Glebe			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U843a Warriston Road			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
U844a Beechwood Road			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U845a Annandale Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U846a Annanside			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U847a Park Circle			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U848n The Whins			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U849a Duncan Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U850a Annandale Way			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U851a Annandale Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U852a Millburn			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U857a Greenwood Close			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U858a Fingland Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U861 Northfield Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U862 Meadowbank			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U863 Jeff Brown Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U864 Meadowbank Rise			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U866 Eastfield Rise			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U868 Nethermiln Meadow			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C105a Beattock Park			30	20	Y	Y				Long and wide road. Semi rural with few frontages especially at the north end		FALSE	FALSE	FALSE	TRUE
C105A From A701 South Of Marchbankwood Cottage To Beattock Park (20mph north section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C105A From A701 South Of Marchbankwood Cottage To Beattock Park (30mph south section)			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
C105A From Beattock Park To A701 At Beattock Roundabout			30	20	Y	Y				Consider with above section as both connected sections of road.		FALSE	FALSE	FALSE	TRUE
C106A From A701T East Of Broomlands Cottages To C105A Near Beattock Schoo			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U349a Evan Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U349a Evan Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U351a Craigie Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U352a Cornal Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U356a Younger Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U357a Craigielands Park			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U372Woodlea Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U373 Smith Way			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U324A From C98A To Springwellgate			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U342a Kirkland Road (20mph section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U342a Kirkland Road (30mph section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U363A From C98A To Cul-De-Sac			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U369 Kirkhill			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U370 Beechfield Lane			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U371 Maclean Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U124n Beech Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U130 Beech Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U38n Pielmuir Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C20N From A701 At Parkgate To C19N Near Cumleys			30	20	Y	Y				Has a rural section connecting village and school. Rural and no frontages		FALSE	FALSE	FALSE	TRUE
U37n Serrick Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B7020 From Barrashead To C19A Main Road At Templand			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B7020 From C19A At Templand To C98A At Springwells			30	20	N	Y				Small connecting section of B7020 Main Road. Included for this reason		FALSE	FALSE	FALSE	TRUE
B7020 Main Road			30	20	N	Y				Long straight B Class Road. Has VAS may require further TCM's.		FALSE	FALSE	FALSE	TRUE
C19A From Shaw Road To B7076 North Of Brieryhil			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C19a Shaw Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U336a Shaw Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U65a Redhall Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C19A From Shaw Road To B7076 North Of Brieryhil			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C91A From U333A Near Springfield To C19A Near Millhousebridge			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U332A From U353A At Perchhall To C19A At Millhousebridge With A Slip Road To The B707			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A709 Bruce Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A709 Castle Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A709 High Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A709 Lockerbie Road			30	20	N	Y				less frontages. Busy A class road. Leaving Lochmaben to join the NSL. Semi rural location.		FALSE	FALSE	FALSE	TRUE
A709 Principal Road From Lockerbie Road Lochmaben To C91A Near Turnmui			30	20	N	Y				Consider with A709 Lockerbie Road as connecting sections		FALSE	FALSE	FALSE	TRUE
A709 Principal Road From U44N Near East Tinwald To C24A At Lochmaben Hospita			30	30	N	N						FALSE	FALSE	TRUE	FALSE
B7020 Annan Road			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B7020 Barras			30	30	N	Y						FALSE	FALSE	TRUE	FALSE
B7020 From Barrashead To C19A Main Road At Templand			30	20	N	Y				North end only for Traffic calming. Lesss frontages and more rural		FALSE	FALSE	FALSE	TRUE
B7020 Queen Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B7020 Townhead			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
Balcastle Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
Barrashead			30	20	N	Y				Consider with B7020 From Barrashead To C19A Main Road At Templand. Connecting section (short		FALSE	FALSE	FALSE	TRUE
C21a Nethermill Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C22a Princes Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C24A From A709 Near Burnside To A709 Near Broadchape			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U105 Woodlands Drive (20mph section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U105 Woodlands Drive (30mph section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U36a Asher Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U376a Campbell Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U564 Glebe Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U58a George Hunter Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U60 Vendace Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U600 Vendace Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U602 Vendace Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U603 Vendace Mews			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U604 Vendace Wynd			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U66a Broomhill Road (east)			30	30	N	N						FALSE	FALSE	TRUE	FALSE
U66a Broomhill Road (west)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U67A From A709 At Lockerbie Road To U66A Via Stankbrow			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U740a Back Road			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U740a Castlehillgate			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U742a Well Vennel			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U743a Castleview Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U744a Blacklocks Vennel			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U746a Cinema Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U747a Glebe Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U748a Mill Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE

U749a Mossvale			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U750a Mounsey's Wynd			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U752a Raven Hill			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U753a Well Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U753a Welldale Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U754a Stanedyke Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U754a Wallace Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U754a Wallace Drive			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U754aAnnandale Crescent			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U755a Rankine Heights			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U756a Whitehills Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U757a Stanedyke Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U758a Merton Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U853a Merton Bank			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U855a Jaffray Court			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U856a Blae Meadow Avenue			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U85a Railway Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
A709 Arthur's Place			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
A709 Dumfries Road			30	30	N	N						FALSE	FALSE	TRUE	FALSE
A709 Principal Road From C91A Near Turnmuir To U788A Lockerbie			30	30	N	N						FALSE	FALSE	TRUE	FALSE
B7068 Bridge Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B7068 Glasgow Road			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B7068 Tundergarth Road			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B723 Carlisle Road (North Section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B723 Carlisle Road (South Section)			30	30	N	N						FALSE	FALSE	TRUE	FALSE
B723 Dryfe Road (20mph Section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B723 Dryfesdale Place			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B723 From Dryfe Road, Lockerbie To C19A Near Balgray (20mph Section			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B723 From Dryfe Road, Lockerbie To C19A Near Balgray (30mph Section			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B723 High Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B723 Mains Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B723 Townhead Street (20mph Section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B723 Townhead Street (30mph Section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C83a Corrie Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C94a Ashgrove Terrace			30	20	Y	Y				Speed results = 27mph		FALSE	FALSE	FALSE	TRUE
C94a Livingstone Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C94a St Bryde's Terrace			30	20	Y	Y				Speed results = 26.2mph		FALSE	FALSE	FALSE	TRUE
U379 Rosebank Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U380a Greenpark Lane			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U381a Haas Grove			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U383a Park View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U384a Quaas Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U386a Cameron Close			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U387a Rosebank Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U389 Glenannan Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U391A From B723 To Sommerton Hotel			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U399a Mains Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U50A From B7076 Eastwards To A709 Dumfries Road Lockerbie			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U668 Raven's Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U669 Dryfe Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U759a Sydney Place (2)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U760a Queen's Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U761a Beckton Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U762a Kintail Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U763a Dryfe Vale			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U764a Dryfe Grove			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U765a Matthew's Loaning			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U765a Sydney Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U766a Hillview Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U767a Cruden Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U768a Lambhill Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U769a Park Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U76a Goods Station Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U770 Rosebank Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U771a Harcourt Place			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U772a Isle Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U773a Quaas Loaning			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U774a Sherwood Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U775a Douglas Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U775a Sherwood Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U777a Mains Meadow			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U778a Netherplace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U778a Netherside			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U779a Annandale Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U780a Grant Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U781a Victoria Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U782a Victoria Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U783a Victoria Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U784a Leonard Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U784a Leonard Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U785a Station Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U786a Caledonian Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U786a Union Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U786a Well Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U787a Well Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U788a Glenannan Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U789a Alexandra Drive			30	20	Y	Y				Higher speeds at this location (Mean = 27.5mph)		FALSE	FALSE	FALSE	TRUE
U791a Margaret Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U792a West Acres			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U793a Newlands Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U794a Queensberry Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U795a Broomhouse Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U795a Queensberry View			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U796a Vallance Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U797a Ardwil Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U798a Ivy Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U800a Dryfesdale Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U803a Alexandra Meadows			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U867 Sydney Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
Victoria Court (No Number)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
Westfield Gardens (No Number)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B709 From B723 At Eskdalemuir To Boundary With Scottish Borders Counci			30	20	N	Y				B Class road. Straight with few parked cars and little frontage.		FALSE	FALSE	FALSE	TRUE
B709 From C79A At Enzieholm Bridge To B723 At Eskdalemuir			30	30	N	N						FALSE	FALSE	TRUE	FALSE
B723 From C102A Near Gillesbie To B709 At Eskdalemuir			30	30	N	Y						FALSE	FALSE	TRUE	FALSE
C79A From C80A At Bailliehill To B709 At Eskdalemuir Smithy			30	30	N	N						FALSE	FALSE	TRUE	FALSE
U680a Ryehill Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B709 From C78A Near Burnfoot To U258A Near Bentpath			30	30	N	N						FALSE	FALSE	TRUE	FALSE
B709 From U258A Near Bentpath To C79A At Enzieholm Bridge			30	30	N	Y						FALSE	FALSE	TRUE	FALSE
U258A From B709 At Bentpath To Westerkirk Churchyard			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B6318 From B6357 Near Linns View To U518A East Of Barracrofts Road			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B6318 From Cumbria County Council Boundary At Penton Bridge To B6357 At Linns View			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B6357 From B6318 Near Linns View To Scottish Borders Council Boundary Ne Of Caulsideheac			30	20	N	Y				Has a VAS may require other TCM's. Long straight road. Rural.		FALSE	FALSE	FALSE	TRUE
B6357 From B7201 At Canonbie To B6318 Jct Nr Linns View			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B6318 From C72A At Claygate To A7 At Skipper's Bridge			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B6318 From U541A At Outer Woodhead To C72A At Claygate			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C72A From B6318 At Claygate To B6357 At Prioryhill Tol			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B6357 From B7201 At Canonbie To B6318 Jct Nr Linns View			30	20	N	Y				Has recently installed VAS. May require further TCM's. Locals report high speeds.		FALSE	FALSE	FALSE	TRUE
U510A From B6357 At Rowanburn In Loop To B6357			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
B6357 From U236A To B720			30	20	N	Y				Recently installed VAS. May require further TCM's.		FALSE	FALSE	FALSE	TRUE
Glenzierfoot			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U240a Briery Square			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U241a Glenzierfoot Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B6357 From A7 Near Canonbie To B7201 At Canonbie			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B6357 From B7201 At Canonbie To B6318 Jct Nr Linns View (20mph Section			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B6357 From B7201 At Canonbie To B6318 Jct Nr Linns View (30mph Section			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B7201 From A7 North Of Todhillwood To B6357 At Canonbie			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
Brighton Place (No Number)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U243A From U250A To B6357 West Of Canonbie			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U244a Aldery Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U244a Forgeholm			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U244a Prior Avenue			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U354A From B6357 Near Canonbie Bridge To U250A North Of Byreburnfoot Bridge (20 section			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U354A From B6357 Near Canonbie Bridge To U250A North Of Byreburnfoot Bridge (30 section			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U51a Riverside Park			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B722 From B725 At Albie Church To C61A At Waterbeck			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B725 From R/B South Of Grahamsfield To B722 At Waterbeck			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C61A From B722 At Waterbeck To B7068 Near Dunnabie			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U227A From B722 East Of Waterbreck Bridge To Braetop Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE

B725 From R/B South Of Grahamsfield To B722 At Waterbeck			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C60a Bankshill Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C60A From U225A Near Satur To B725 At Middlebie			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
Ashyards Court (No Number)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B722 From C62A At Eaglesfield To U225A Near Ashyards			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B722 From M74 Near Eaglesfield To C62A At Eaglesfield (20 mph Section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B722 From M74 Near Eaglesfield To C62A At Eaglesfield (30 mph Section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C62A From B722 At Eaglesfield To C63A At Burnfoot			30	20	Y	Y				Semi rural, fewer frontages. Has long straight section to the west end. Next to NSL.		FALSE	FALSE	FALSE	TRUE
U224a Belmont Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U224a Bower Bank			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U509a Ashyards Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U550A From Belmont Avenue To Fern Grove			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U559a Back Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U547a Bridge Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C46A From B7076 Near Wyseby Lodge To B722 At Bonshawside			30	20	Y	Y				Mean speeds = 29.1mph from June 2022. However location was close to NSL. Has bridges to traffic calm		FALSE	FALSE	FALSE	TRUE
U542A From C46A To B7076 At Sunnyside			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B6357 From A74 Southbound Off Slip To C65A Chapelknowe			30	20	N	Y				Has a recently installed VAS. May require further TCM's.		FALSE	FALSE	FALSE	TRUE
B6357 From C65A At Chapelknowe To U236A			30	20	N	Y				Consider with above joining section of road.		FALSE	FALSE	FALSE	TRUE
C65A From B6357 At Chapelknowe To U235A			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C65A From C66A At Stubbyknowe Bar To B6357 At Chapelknowe			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B6357 From C48A At Beltonmont Mill To A74 Southbound Off Slip			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B7076 From Roman Road To U46A At Wickethorn (20mph section west of roundabout			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B7076 From Roman Road To U46A At Wickethorn (30mph section west of roundabout			30	20	N	Y				Currently has VAS. Wide open sections. Semi rural location. Next to NSL. May require further TCM's		FALSE	FALSE	FALSE	TRUE
B7076 Roman Road (East Section)			30	30	N	N						FALSE	FALSE	TRUE	FALSE
B7076 Roman Road (West Section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U194A From B6357 At Kirkpatrick Fleming Church To Brownrig			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U195a Burnholm Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U195a Glenholm Avenue			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U196a Edengrove			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U197A From B7076 At Newton To C45A At Irvington			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U37Elmside			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U560a Grahamsfield			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C45A From B6357 At Hollee To C46A At Bonshawside			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U197A From B7076 At Newton To C45A At Irvington			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B6357 From U198A To C48A At Beltenmont Mil			30	20	N	Y				Has VAS. May require further TCM's. Straight road next to NSL. Semi rural location.		FALSE	FALSE	FALSE	TRUE
C45A From B6357 At Hollee To C46A At Bonshawside			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B721 From Annan Road, Eastriggs To C48A Near Kirtle Water Bridge			30	20	N	Y				Has Dragons teeth, central islands and VAS. May need additional TCM's.		FALSE	FALSE	FALSE	TRUE
B7068 Caroline Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B7068 Henry Street			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B709 From Telford Street Langholm To U257 South Of Brackenwrae (20mph Section			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B709 From Telford Street Langholm To U257 South Of Brackenwrae (30mph Section			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
B709 Thomas Telford Road (20mph Section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B709 Thomas Telford Road (30mph Section)			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
C75a Caroline Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C75a Elizabeth Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U255A From A7 North Of Langholm To Entrance To Corn Mil			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U691a Meikleholm Side			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U693a Buccleuch Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U694a Buccleuch Hall			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U695a Well Close			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U697a Parliament Square			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U698a Meikleholm			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U699a Lizzies Entry			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U701a Albert Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U702a Charles Street Old			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U702a Montague Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U703a Charlotte Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U704a David Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U705a Drove Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U706a Arkinholm Terrace			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U707a Eskdaill Street (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
U707a Eskdaill Street (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U708a Waverley Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U709a George Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U709a Riverside Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U710a Glenesk Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U711a Hallpath Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U712a Hillside Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U713a Holmwood Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U714a Holmwood Drive			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U715a John Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U716a Kirk Wynd			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U717a Lairds Entry			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U718a Mary Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U719a Maxwell Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U721a Rosevale Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U722a Braehead			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U723a Townfoot			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U724a Walter Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U725a Wauchope Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U726a Wauchope Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U727a West Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U728a William Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U729a Eskdale Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U730a Ardill Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U731a Frances Street			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U732a Academy Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U733a Esk Place			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U734 Mcvitties Entry			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U736a Whitaside			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U737a Alma Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U738a Eastons Entry			30	20	N	Y						FALSE	FALSE	FALSE	TRUE
U739a Holmwood Gardens			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
B7076 From Headless Cross To Roman Road, Kirkpatrick Fleming			30	30	N	Y						FALSE	FALSE	TRUE	FALSE
B7076 Glasgow Road (From Victory Avenue southwards - south section)			30	20	N	Y				Open section of Road leading to and from motorway. Traffic lights and roundabout will act as traffic calming but other TCM's possibly require		FALSE	FALSE	FALSE	TRUE
B7076 Glasgow Road (in vicinity of motorway - north section)			30	30	N	Y						FALSE	FALSE	TRUE	FALSE
B7076 Gretna Loaning			30	30	N	N						FALSE	FALSE	TRUE	FALSE
B721 Annan Road (20mph section)			20	20	N	Y						TRUE	FALSE	FALSE	FALSE
B721 Annan Road (30mph section)			30	20	N	Y				Sections of the road are open with houses set back and few parked cars to slow traffic. Borders the NSL		FALSE	FALSE	FALSE	TRUE
C142A From Glasgow Road Gretna To A74(M) Gretna Slip Road			30	30	Y	Y						FALSE	FALSE	TRUE	FALSE
C67a Loanwath Road (east)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C67a Loanwath Road (west)			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
C67a Sarkfoot Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C68a Dominion Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C68a Victory Avenue (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C68a Victory Avenue (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
C69a Central Avenue (20mph Section)			20	20	Y	Y						TRUE	FALSE	FALSE	FALSE
C69a Central Avenue (30mph Section)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
Gretna Industrial Estate Road			30	30	Y	N						FALSE	FALSE	TRUE	FALSE
Surrone Gardens (No Number)			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U171A From C67A Loanworth Road To C68A Dominion Road Via Graitney Roac			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U172a Africanda Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U172a Canberra Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U172a Empire Way			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U173a Burnside Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U174a Woodside Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U175a Surrone Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U176a Kirtle Place West			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U177a Kirtle Place East			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U177a Mossknowe Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U178a Union Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U179a Mossknowe Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U180a Solway Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U181a Logan Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U182a Cadgill Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U183a Cove Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U183a Raeburn Crescent			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U184a Esk Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U186a Mansefield Court			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U187a Torduff Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U188a The Hawthorns			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U193a The Old Bakery			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U233a Bensmoor Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U234A From U5A To Springfield Schoo			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U260a Westgill Road			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U261a Newton Square			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U262a Blacksike Square			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE
U263a Quintin Place			30	20	Y	Y						FALSE	FALSE	FALSE	TRUE

U393a Kestrel Hill			30	20	Y	Y							FALSE	FALSE	FALSE	TRUE
U396a Gretenhow			30	20	Y	Y							FALSE	FALSE	FALSE	TRUE
U397a Kingfisher Lane			30	20	Y	Y							FALSE	FALSE	FALSE	TRUE
U402 Malor Park			30	20	Y	Y							FALSE	FALSE	FALSE	TRUE
U403 Sarkfoot Close			30	20	Y	Y							FALSE	FALSE	FALSE	TRUE
U404a Empire Park			30	20	Y	Y							FALSE	FALSE	FALSE	TRUE
U42a Main Street			30	20	Y	Y							FALSE	FALSE	FALSE	TRUE
U530a Gretna Loaning			30	20	Y	Y							FALSE	FALSE	FALSE	TRUE
U545a Sarkside			30	20	Y	Y							FALSE	FALSE	FALSE	TRUE
U546a Graitney			30	20	Y	Y							FALSE	FALSE	FALSE	TRUE
U54a Stormont Crescent			30	20	Y	Y							FALSE	FALSE	FALSE	TRUE
U557a Croft Road			30	20	Y	Y							FALSE	FALSE	FALSE	TRUE
U565a Falcon Drive			30	20	Y	Y							FALSE	FALSE	FALSE	TRUE
U566a Raven Place			30	20	Y	Y							FALSE	FALSE	FALSE	TRUE
U567A Mallard Place			30	20	Y	Y							FALSE	FALSE	FALSE	TRUE
u568a Curlew Rise			30	20	Y	Y							FALSE	FALSE	FALSE	TRUE
U569 Mackies Drive			30	20	Y	Y							FALSE	FALSE	FALSE	TRUE
U570a Border Crescent			30	20	Y	Y							FALSE	FALSE	FALSE	TRUE
U571a Surrone Court			30	20	Y	Y							FALSE	FALSE	FALSE	TRUE
U572a Rosebank Court			30	20	Y	Y							FALSE	FALSE	FALSE	TRUE
U574a Unwin Park			30	20	Y	Y							FALSE	FALSE	FALSE	TRUE
U575a St Ninians Grove			30	20	Y	Y							FALSE	FALSE	FALSE	TRUE
												Final Values	595	0	109	2051

Annex E - Springholm Traffic Speed Management Public Opinion Survey Results

ID	Start time	Completion time	Email	Name	Last modified time	Do you live within Springholm?	Which age range do you fall between?	Please can you indicate your gender?	Do you drive through the village?	Do you walk and/or cycle through the village?	How would you best describe the majority of the driving you do?	Do you feel vehicle speeds have increased, decreased or stayed the same overall within the village as a result of the (new) traffic signals?	Do you feel HGV speeds have increased, decreased or stayed the same overall within the village as a result of the (new) traffic signals?	In your opinion, have traffic conditions improved, stayed the same or become worse in Springholm?	Do you feel the (new) traffic signals have influenced the way you drive?	Do you feel the (new) traffic signals should be retained in Springholm?	Do you have any further comments on any of these questions?
2	8/15/23 12:47:59	8/15/23 12:54:10	anonymous			Yes	26 - 55	Woman	Yes	Yes	For work / As part of my job;Leisure;Shopping;Visti family / friends;	Stayed the same	Stayed the same	Become worse	No	No	Ridiculous system. Speeding cars do not get stopped at the red lights, instead the vehicles behind the speeding cars do. Which then causes unnecessary queues. Doesn't stop vehicles speeding in between lights. Pointless stopping vehicles on way out of village. The sooner they are removed the better.
3	8/15/23 13:14:59	8/15/23 13:25:13	anonymous			Yes	26 - 55	Woman	Yes	Yes	Travel to work / Education/ Drop children at school or nursery;Shopping;Visti family / friends;	Stayed the same	Stayed the same	Stayed the same	No	No	Traffic light system is a safety risk in my opinion, you can be travelling at the required speed limit but the vehicle who is 400+m behind you can activate the lights making me have to brake harshly, there has been numerous time the vehicle who has been directly behind me has nearly went in to the back of me. Also with the new housing development underway this will no doubt create more worrying situation's due to the location of the junction into the scheme. I stay very near one set of the lights and the volume of traffic especially at peak ferry times is ridiculous, the noise from them having to stop and then pull away from the lights is not acceptable. these lights bear no impact on speed and I am very surprised there has not been more accidents than what has happened. I witnessed a lorry go onto the back of small car, this was because the car had to brake hard because the lights activated from a vehicle further back. They need to be removed.
4	8/15/23 13:15:55	8/15/23 13:52:26	anonymous			Yes	Over 65 years of age	Man	Yes	No	Leisure;Shopping;Visti family / friends;	Stayed the same	Stayed the same	Become worse	No	No	The speed management lights are in the wrong places and do not cover the main crossing point at the shop and Kirkpatrick Durham road which goes into the proper Springholm village. The speed here is still mostly nearer 40mph. If the lights at the crossing were incorporated into the lights speed management system as it should have been from the very start, that would have reduced the speeding through the village and not a race track between the lights at either end of the village as it is at present. It goes to show that no thought of road safety for villagers crossing to the shop was considered at the time the speed management system was thought about. The only solution to the Shambles we have now is the installation of Average Speed Cameras from end to end of the village. The best solution to speeding through the village is a Bypass which should have been done in the 1980s when the rest of the villages and towns on the A75 were Bypassed. Why not put a speed data recorder in the vicinity of the shop and see for yourself the difference in speeding in this area rather than at the traffic lights at either end of the village.
5	8/15/23 13:54:56	8/15/23 14:02:15	anonymous			Yes	26 - 55	Man	Yes	Yes	Leisure;Travel to work / Education/ Drop children at school or nursery;Shopping;	Decreased	Decreased	Improved	Yes	Yes	The attitude of drivers has greatly improved. The biggest improvement has been the HGV drivers as they have learnt not to excide the trigger speed. Overall life has improved for me, as a resident. I am able to exit my driveway onto the A75 much easier than before the lights were installed. The speeds at 19:30 onwards when the evening ferry traffic passes thru has really improved. This is because the HGV drivers know if the trigger the lights, even if they ignore, car drivers will stop and then impede them. Many drivers were choosing to ignore the red lights, but I have noticed that the percentage obeying them, has slowly increased over time. I believe the project has been a great success and has improved the lives of those living in the village. Just need a bypass to enhance it further.
6	8/15/23 14:02:43	8/15/23 14:04:49	anonymous			Yes	26 - 55	Woman	Yes	Yes	For work / As part of my job;Leisure;Shopping;Visti family / friends;	Decreased	Decreased	Improved	Yes	Yes	I have found the lights have improved my quality of life. The traffic noise has decreased as the HGV's are driving slower. It is also much easier to get out onto the road than I previously expierenced.
7	8/15/23 14:17:12	8/15/23 14:22:58	anonymous			Yes	Over 65 years of age	Woman	Yes	Yes	Shopping;Visti family / friends;	Increased	Increased	Become worse	Yes	Yes	Many vehicles decrease speed coming into the village but then speed up, over the speed limit, until they come to the next set of lights out of the village. Also the annoying thing is that I always reduce my speed coming into the village but a vehicle coming up behind me is going too fast and the lights turn red because of them.
8	8/15/23 14:13:05	8/15/23 14:23:32	anonymous			Yes	26 - 55	Woman	Yes	Yes	Shopping;Leisure;	Stayed the same	Stayed the same	Become worse	No	No	The current traffic management in Springholm is not fit for the requirements and is only going to get worse with the building of the new houses. The "speed" traffic lights are only punishing those who follow the speeders through the village as they trigger the lights and don't stop and those doing the correct speed following on are the ones stopping. HGV's haven't altered the way they drive so it hasn't had an impact on them. Living in the village, I am only aware of two people who want these to remain! The pedestrian crossing is also in the wrong location and no one uses it so that is a waste of time. It would be more appropriate if it was located nearer the junction to allow those wishing to cross to the shop to do so safely. Something needs done at the junction with Kirkpatrick Durham, villagers can sit there a good five / ten minutes waiting to access the A75 and pedestrians (including the elderly) take a gamble to cross to the shop. In my opinion, it would be more beneficial for the majority of the village population of the speed lights and pedestrian crossing was removed and traffic lights installed at the junction instead.
9	8/15/23 15:56:09	8/15/23 16:02:59	anonymous			Yes	55 - 65	Man	Yes	Yes	Leisure;Shopping;Visti family / friends;	Stayed the same	Stayed the same	Stayed the same	Yes	Yes	Your letter dated 10 August 2023 is a disgrace. There remains a speeding problem in this village - it's a fact. Reduced or not. To deny this as you have in your letter is an insult to your own intelligence, never mind an insult to all who live in and around this village.
10	8/15/23 16:29:17	8/15/23 16:37:01	anonymous			Yes	26 - 55	Woman	Yes	Yes	Travel to work / Education/ Drop children at school or nursery;Leisure;Visti family / friends;Shopping;	Increased	Increased	Become worse	No	Yes	Springholm has become a dangerous road. I fear for my life trying to cross the road (CD side) the speed HGV's pass through at is insane. After midnight there is boy racers racing. HGVs speeding. More needs to be done than just lights that everyone ignores before someone gets killed. I take my car to drop my son at nursery rather than trying to cross the road. Also only one crossing is a joke aswell. No path on the side heading to Dumfries. These lights are useless. MORE NEEDS DONE !
11	8/15/23 14:24:43	8/15/23 16:54:31	anonymous			Yes	Over 65 years of age	Man	Yes	Yes	Shopping;Visti family / friends;Leisure;	Decreased	Stayed the same	Improved	Yes	Yes	Question 5: I walk main street regularly and feel anxiety and often anger at the frequently illegal speed of the traffic beside me particularly HGVs and vans between Nicholsons Fireplace centre and the western village gateway. They are under premature acceleration out of the limit often attaining 40-50mph by the Barr of Spottes Junction. It is the same exiting at the east past the traffic lights and the Barcailzie road junction. Many drivers cannot wait to speed up to very unsafe and off putting speeds for active travellers. I would never consider it safe to cycle on the A75 in the village. Question 6: I opt to drive within the village from one part to another far too often because the active travel option of cycling is made deeply unappealing by reason of the heavy and fast traffic. Questions 7 and 8. Whilst the combined traffic calming measures introduced have had a positive impact it is rendered very suboptimal especially at night when there is often mass defiance notably by many HGV drivers of 6 axle 44 tonne HGVs particularly heading to and from the North Channel ferries. These are seen at open road class limit speeds or more through red lights they have triggered and they do so because the police do not enforce the limit and these speed activated traffic lights have no legal status so may be ignored with impunity by determined rogue drivers. These are the ones most likely to lose control one day. The huge HGV pile up in Crocketford last November graphically illustrated this reckless mindset inside the residential part of the A75. Nothing has changed in that regard and I am disgusted that the toothless traffic lights and absent police give the community no protection against this most egregious nighly risk. I have many recent films to prove this ongoing endangerment. Do something robust about it now! I take the greatest exception to your covering letter stating speeding is a perception not a reality. My lived experience here is totally the opposite hence my campaign to secure a safer street for active travel. This is still hellish compared to other much safer village streets. Question 9: Conditions have improved in the sense that speeds I see and film with radar have gone from dire to bad. The speed activated traffic calming only engages at 33mph which is the equivalent of a fall from a 4th floor and carries risk of severe injury or death. This trigger speed is totally unacceptable on a residential street particularly when so many of the passing vehicles are HGVs or large vans and tractors. Conditions here are not remotely in accordance with the UN/WHO safety margin of 20mph. Red light triggers have fallen principally due to the application of this large speeding tolerance and in the case of the west bound exiting signals also to the deliberate relocation of the speed detection loops inward so they now fail to detect the speeding drivers under hard acceleration from Nicholsons shop outwards. Question 10. These speed activated signals have given me and many other compliant drivers the confidence not to be bullied by impatient tailgaters into going faster than the limit. Indeed mindful of the fact that 30mph is a very unsatisfactory street speed for the vulnerable in harm's way I now try to stay well within it. Indeed when 20mph is rolled out more widely I shall go at that speed along the main street as an act of solidarity whatever road rage ensues. This street should have been bypassed 50 years ago when a route was first surveyed for such an outcome. The status quo is barbaric and the reverse discrimination speed activated signals are a toothless sticking plaster over a gaping road safety deficit wound. Conditions remain ripe for fast traffic tragedy here every passing day. Question 11. If these lights go it will revert to total speeding anarchy because the police today are useless as a deterrent. We need 20mph, cameras and gateway hard engineered calming followed by bypass ASAP.
12	8/15/23 17:01:39	8/15/23 17:05:44	anonymous			Yes	26 - 55	Man	Yes	Yes	For work / As part of my job;	Stayed the same	Increased	Become worse	No	No	Has anyone looked at the time it takes a vehicle to travel between the sets of lights at either end of the village? I think the lights are turning red less often, but I also think drivers now speed up for the middle section of Springholm after going through the first set of lights.
13	8/15/23 17:21:59	8/15/23 17:42:58	anonymous			Yes	Over 65 years of age	Man	Yes	Yes	Leisure;	Decreased	Decreased	Improved	No	Yes	Why no prossecusions if you moniter the traffic lights .The road from the lights to the 30 mile limit poles on either end of villeage have become dangerous i live in that area on the west side of the villeage and if you have you monitered the speed of traffic leaving the villeage your average will have increased dramatically i invite you to come to my property and see for yourself. I would appreciate a reply yours hopefully Redacted - Regulation 11(2)
14	8/15/23 18:23:08	8/15/23 18:24:49	anonymous			Yes	26 - 55	Woman	Yes	Yes	Leisure;Travel to work / Education/ Drop children at school or nursery;Shopping;Visti family / friends;	Stayed the same	Stayed the same	Stayed the same	No	No	
16	8/16/23 15:52:31	8/16/23 16:35:09	anonymous			Yes	Over 65 years of age	Woman	Yes	Yes	Leisure;Shopping;Visti family / friends;	Decreased	Decreased	Improved	Yes	Yes	Even though the situation has generally improved at least through the day, I regularly witness endangering/illegal speeds whilst working at the front of my home which is right beside the carriageway. Red light running happens frequently and even whilst I am in full view of drivers. This causes anxiety and a reluctance to walk/work along my home frontage/cross the road and maintain my hedge at the roadside. Most traffic accelerates fiercely out the remaining 200m after the inductive loops and it makes it extremely dangerous entering and leaving my property including for my pupils(I am a teaching establishment) which because of the blind s bend accentuates the problem. With regard to question 8 HGVs in the main through the day are fairly compliant although they do run red = over 33mph at loops and are then on acceleration all in all a lethal speed. It is at night many push the boundaries to extremes and have been filmed doing open road speed and it is pretty frightening when they are in close convoy thundering around ones home which if control is lost could demolish it and kill me, reminiscent of the horrific crash in Crocketford and with an outcome as in Fairlie. The North Channel ferry traffic is the main issue with regard to dangerous speeds and we need these rogues caught and shamed. The police have done nothing and continue to do nothing. Self enforcement just doesn't cut it and is a dereliction of duty. Presently the lights are all we have and do work for drivers with a conscience, sadly not all have respect for them as they are not enforced and well they know it. If the lights were to be taken away speeding chaos would ensue because it is a law enforcement vacuum here. We need hard calming a 20mph limit and ultimately a bypass.
17	8/17/23 19:24:29	8/17/23 19:34:02	anonymous			Yes	55 - 65	Woman	Yes	Yes	For work / As part of my job;Leisure;Travel to work / Education/ Drop children at school or nursery;Shopping;	Stayed the same	Stayed the same	Become worse	No	No	The lights are in the wrong place. I regularly follow traffic into the village and they slow down but once they have gone through the lights they speed off. I have even been overtaken in the village by a car. I turn down onto the Kirkpatrick Durham road pas the school and I always fear that something will run into me as it is usual to have to sit and wait to turn right. Can I just add that this road is like a race track from Kirkpatrick Durham to Springholm. It is used by a lot of people waking and there have been several near misses with vehicles going too fast on this narrow road. Also when approaching Springholm there is no deterent to make them slow down coming into the built up area and past the school. The speed humps have no effect on some drivers.he calming measures need to be further into the village in the form of something that actually makes cars slow down and as there is soon going to be more people in the village another crossing would be beneficial as well.
18	8/18/23 10:12:10	8/18/23 10:14:41	anonymous			Yes	55 - 65	Woman	Yes	Yes	For work / As part of my job;Leisure;Travel to work / Education/ Drop children at school or nursery;Shopping;Visti family / friends;	Decreased	Stayed the same	Improved	No	Yes	Regular offenders that abuse the system should receive written warnings, which could lead to points on their licence
21	8/21/23 9:06:40	8/21/23 9:10:48	anonymous			Yes	55 - 65	Woman	Yes	Yes	Leisure;	Decreased	Stayed the same	Become worse	No	Yes	Those who drive fast through speed limits continue to do so. Lorries and cars speed up and break the limit during the night and when they think there are fewer people around and see there are fewer vehicles on the road. Sometimes the lower speed during the day is only due to volume of traffic, one person slowing down and the others having to match that restricted, legal speed.
22	8/21/23 8:48:02	8/21/23 9:59:37	anonymous			Yes	26 - 55	Man	Yes	Yes	Travel to work / Education/ Drop children at school or nursery;	Stayed the same	Stayed the same	Become worse	No	No	Those traffic lights are an utter waste of time and money. All they have done is increase noise, pollution and congestion in the village. There is always one driver who exceeds the limit and triggers the lights. All the traffic then has to stop causing noise and pollution when the HGV's pull away from an unnecessary stop.
24	8/22/23 10:04:19	8/22/23 10:05:24	anonymous			Yes	55 - 65	Man	Yes	Yes	For work / As part of my job;	Decreased	Decreased	Improved	Yes	Yes	
25	8/23/23 15:41:13	8/23/23 15:52:11	anonymous			Yes	55 - 65	Man	Yes	Yes	Leisure;Shopping;Visti family / friends;	Stayed the same	Stayed the same	Become worse	No	No	Trying to cross A75 from Barncailzie road with my dog on the east end of village has become very dangerous and an accident waiting to happen,the vehicles travelling towards Dumfries can see right up the straight while approaching the lights and speed up some doing in excess of 60mph when passing me before the 30 limit ends also they overtake as can see there's nothing coming but can't see me.Also the trees by the roadside at Woodside Cottage obscures the vision for the pedestrian and the vegetation growing over the pavement further into the village means I have to walk right on the edge of the pavement nearly being struck on 2 occasions.Every day I walk my dog cars and lorries just ignore the lights when at red, it's a joke really.The days not far off where someone is going to get seriously hurt if not killed.
26	8/24/23 14:08:58	8/24/23 14:14:41	anonymous			Yes	55 - 65	Woman	Yes	Yes	Travel to work / Education/ Drop children at school or nursery;Shopping;	Decreased	Stayed the same	Become worse	Yes	No	Here's a new trick white van man is doing, . He's sitting behind three or four cars approaching the lights. He purposely speeds up on approach so that the lights will stop the cars in front of him. When they are stopped, he speeds up and overtakes all of them at the lights when they are at red. I have witnessed this manoeuvre time and time again. Hugely dangerous, nor are there any repercussions as there are no cameras to stop them doing it. Total madness.
29	8/25/23 3:08:46	8/25/23 3:09:52	anonymous			Yes	26 - 55	Woman	No	Yes	Leisure;	Increased	Increased	Become worse	Yes	No	
30	8/25/23 10:15:36	8/25/23 10:25:32	anonymous			Yes	55 - 65	Woman	Yes	Yes	Shopping;For work / As part of my job;	Stayed the same	Increased	Stayed the same	No	Yes	The traffic signals have helped however have not solved the problem - many just pass on through the lights especially HGVs at night and at speed. You get vehicles overtaking other vehicles at the lights when they are at red when responsible drivers actually do stop. I know heading west towards Castle Douglas, the majority of drivers put their foot down and accelerate quickly once they are by the traffic lights. These traffic lights should just be a temporary measure and a permanent solution should be considered for the wellbeing of residents in the village. The majority of regular road users know that the traffic lights are unenforceable so what's the point - jump a red light and there are no consequences? The only way you will reduce speed drastically is to have average speed cameras - why should we wait until someone is seriously injured or killed before that is even considered? Otherwise, Springholm and Crocketford need to be bypassed.
31	8/25/23 10:34:19	8/25/23 10:35:06	anonymous			Yes	26 - 55	Woman	Yes	Yes	Travel to work / Education/ Drop children at school or nursery;	Decreased	Decreased	Improved	Yes	Yes	
32	8/25/23 10:33:56	8/25/23 10:36:26	anonymous			Yes	Over 65 years of age	Woman	Yes	Yes	Leisure;	Stayed the same	Stayed the same	Stayed the same	No	No	Average speed cameras would be much better. Once drivers are through the traffic lights they speed up until the next set!
33	8/25/23 10:41:00	8/25/23 10:44:02	anonymous			Yes	26 - 55	Woman	Yes	Yes	For work / As part of my job;Leisure;Shopping;	Stayed the same	Increased	Become worse	No	No	Drivers ignore the lights and go through them. Drivers still over take through the middle of village. HGV Drivers have always ignored them and it has not slowed them down. The only thing that slows Drivers down is seeing the traffic police sitting.
35	8/25/23 11:27:44	8/25/23 11:40:37	anonymous			Yes	55 - 65	Woman	Yes	No	Leisure;Shopping;Visti family / friends;	Increased	Increased	Become worse	Yes	No	The only thing that slows down traffic in Springholm (of an night is when I walk my dogs wearing a Hi vis jacket and using a touch to shine on the pavement ,makes them think twice who I might be)drivers know (not only lorries drivers) there are no consequences to going over 30 through the red light . The only bike riders do not use the road ,but use the pavement for their safety
38	8/25/23 12:39:05	8/25/23 12:50:18	anonymous			Yes	Over 65 years of age	Man	Yes	Yes	Leisure;	Stayed the same	Stayed the same	Stayed the same	No	Yes	A speed camera would do a better job as some do not pay any heed to the lights make them pay they will soon slow down.
39	8/25/23 13:08:24	8/25/23 13:09:45	anonymous			Yes	26 - 55	Woman	Yes	Yes	Shopping;Leisure;Visti family / friends;	Increased	Increased	Become worse	Yes	Yes	I feel there should be a crossing place both ends of village and 20mph
40	8/25/23 13:12:56	8/25/23 13:16:29	anonymous			Yes	Over 65 years of age	Woman	Yes	Yes	Shopping;Visti family / friends;	Stayed the same	Stayed the same	Stayed the same	No	No	No. I have not got any concerns.
41	8/25/23 15:27:28	8/25/23 15:48:21	anonymous			Yes	55 - 65	Woman	Yes	Yes	For work / As part of my job;	Decreased	Stayed the same	Improved	No	Yes	Redacted - Regulation 11(2) has never lived within the 30 mile an hour speed limit always just outside the limit and Redacted - Regulation 11(2) bought a house in Springholm knowing how busy the road was. Just getting fed up with both of them complaining , would not matter what you do nothing will suit them.
49	8/25/23 16:04:20	8/25/23 16:25:15	anonymous			Yes	Over 65 years of age	Woman	Yes	No	Shopping;Visti family / friends;	Stayed the same	Stayed the same	Stayed the same	No	Yes	My husband & I have only lived in Springholm for 20months, but have noted the ridiculous speeds mainly by HGV's in particular around 11pm, if the lights have made a difference, I hate to think what speed they used to travel at! Would average speed cameras not work better? Our property is at the beginning of Springholm coming from Crocketford, slowing down towards the 30mph sign, trying to slow for our property is a nightmare with traffic pushing on from behind Answering questions 7,8 &9 are hard to answer as were not here before hand. Question 10 I have answered no as to me 30mph signs are there for a reason, SAFETY!
68	8/25/23 18:01:40	8/25/23 18:03:34	anonymous			Yes	55 - 65	Man	Yes	Yes	Leisure;Visti family / friends;Shopping;Travel to work / Education/ Drop children at school or nursery;	Increased	Increased	Become worse	No	No	I think that average speed cameras should be installed at both ends the village instead of the new traffic lights
72	8/25/23 18:24:34	8/25/23 18:32:18	anonymous			Yes	55 - 65	Woman	Yes	Yes	Leisure;	Decreased	Decreased	Stayed the same	Yes	No	
75	8/25/23 18:30:36	8/25/23 18:34:47	anonymous			Yes	26 - 55	Woman	Yes	Yes	Visti family / friends;Shopping;Travel to work / Education/ Drop children at school or nursery;For work / As part of my job;	Stayed the same	Increased	Become worse	No	No	Can still speed up in center of village which is dangerous no point stopping at the end of village. People speeding don't stop but stops the ones that are doing 30. Dangerous is the center especially where my kids have to walk from school large vehicle do not slow down. Need a path away from the main road more accessible for kids to get home safely
78	8/25/23 18:58:46	8/25/23 19:00:55	anonymous			Yes	26 - 55	Woman	Yes	Yes	Travel to work / Education/ Drop children at school or nursery;Shopping;Visti family / friends;	Stayed the same	Stayed the same	Stayed the same	Yes	Yes	The traffic lights slow cars down on the approach to the signs but cars speed up inbetween. Drivers also know if they drive fast enough at the set when leaving the Villaine they can make it through before the lights turn red. The longer they are there the more cars that seem to just ignore them.
94	8/25/23 21:11:09	8/25/23 21:12:40	anonymous			Yes	22 - 25	Woman	Yes	Yes	Shopping;For work / As part of my job;Leisure;Travel to work / Education/ Drop children at school or nursery;Visti family / friends;	Decreased	Decreased	Improved	No	No	
97	8/25/23 21:30:05	8/25/23 21:33:50	anonymous			Yes	55 - 65	Woman	Yes	Yes	Leisure;Travel to work / Education/ Drop children at school or nursery;Shopping;Visti family / friends;	Increased	Increased	Become worse	No	No	Road is a total disgrace. Very dangerous now on approach to Springholm in both directions. No-one adheres to lights
99	8/25/23 21:56:43	8/25/23 22:07:38	anonymous			Yes	26 - 55	Man	Yes	Yes	For work / As part of my job;	Increased	Increased	Become worse	No	No	I have lived in springholm for a number of years now and i feel the speed activated traffic lights have absolutely no impact on the speed of vehicles. Lorry's come through the village during the night at ridiculous speeds taking no notice of the pointless traffic light system. Frankly I think they need to go!
100	8/25/23 23:12:58	8/25/23 23:19:21	anonymous			Yes	26 - 55	Woman	Yes	Yes	Travel to work / Education/ Drop children at school or nursery;Shopping;	Increased	Stayed the same	Become worse	No	Yes	Maybe if the people that were speeding to trigger the lights or the people going straight through a red light were fined like a speed camera it would make a difference because at the moment everyone knows there is no consequences for speeding or going through a red light so they just carry on regardless making the traffic lights a pointless waste of money
102	8/26/23 7:11:15	8/26/23 7:18:21	anonymous			Yes	26 - 55	Man	Yes	Yes	For work / As part of my job;Shopping;	Stayed the same	Increased	Become worse	No	No	The traffic lights have done nothing at all to control or regulate traffic. They have, in fact, made the pedestrian lights in the village more dangerous as drivers have gone through these as they have the signals at either end of the village mistaking them for speed triggered lights also. The signals are also often incorrectly calibrated, I drove out of the village east bound toward Dumfries 4 times last week at 27mph and the lights set off. The lights are a white elephant put in place to placate a tiny number of residents who shout the loudest. If the village had been consulted correctly there could've been cause for better use of these funds. Take them down, stop wasting peoples time and money and actually making the one set of lights needed in the village more dangerous.
109	8/26/23 12:03:54	8/26/23 12:09:40	anonymous			Yes	55 - 65	Woman	Yes	Yes	Shopping;	Decreased	Decreased	Become worse	Yes	Yes	The volume of traffic is huge at certain times of the day and it is difficult to get out to the A75 from Victoria Street, we could do with traffic lights at that junction too. The expected increase in traffic from the new housing development will exacerbate the traffic volume.
112	8/26/23 17:08:33	8/26/23 17:09:09	anonymous			Yes	26 - 55	Woman	Yes	Yes	For work / As part of my job;Shopping;Visti family / friends;	Stayed the same	Stayed the same	Become worse	No	Yes	
114	8/26/23 18:57:49	8/26/23 19:06:51	anonymous			Yes	Over 65 years of age	Woman	Yes	Yes	Visti family / friends;Shopping;Leisure;	Stayed the same	Increased	Become worse	Yes	Yes	Some lorry drivers ignore the new traffic lights, consequently twice I have seen them ignore the proper pelican crossing and have nearly mowed down to pedestrians who had started to cross as the green pedestrian sign had lit up. They both had narrow escapes and one was a child.
115	8/26/23 19:37:18	8/26/23 19:41:03	anonymous			Yes	55 - 65	Man	Yes	Yes	For work / As part of my job;Visti family / friends;	Increased	Increased	Become worse	No	No	Put a speed camera in at either end of village and drivers would slow down when entering the village and stay at 30mph all the way through instead of either driving through the red lights as they can't stop in time or speeding between the two sets of lights
116	8/26/23 20:43:23	8/26/23 20:45:47	anonymous			Yes	26 - 55	Woman	Yes	Yes	Travel to work / Education/ Drop children at school or nursery;Shopping;Leisure;Visti family / friends;	Increased	Stayed the same	Become worse	Yes	No	
117	8/26/23 22:05:41	8/26/23 22:07:05	anonymous			Yes	55 - 65	Man	Yes	Yes	For work / As part of my job;	Decreased	Decreased	Improved	Yes	Yes	The new signals are a perfect way to manage the traffic in the village I am happy with the result
122	8/27/23 21:21:12	8/27/23 21:22:17	anonymous			Yes	Over 65 years of age	Woman	Yes	Yes	Shopping;Visti family / friends;	Stayed the same	Stayed the same	Stayed the same	No	No	
123	8/27/23 21:56:07	8/27/23 22:01:19	anonymous			Yes	Over 65 years of age	Woman	No	No	Visti family / friends;	Stayed the same	Stayed the same	Improved	No	Yes	Q6. does not allow for the possibility that someone does not drive at all (like me - I'm housebound). Your brief resume of the survey in your letter results does not mention any pattern to the ignoring of the speed limit and traffic lights; time of day and type of vehicle. My impression is that overnight the HGV's are still speeding through the village.
145	8/28/23 18:14:55	8/28/23 18:15:43	anonymous			Yes	26 - 55	Woman	Yes	Yes	Travel to work / Education/ Drop children at school or nursery;	Decreased	Decreased	Improved	No	No	
155	8/28/23 19:48:15	8/28/23 19:49:22	anonymous			Yes	26 - 55	Woman	Yes	Yes	For work / As part of my job;Leisure;Travel to work / Education/ Drop children at school or nursery;Shopping;Visti family / friends;	Decreased	Stayed the same	Stayed the same	No	Yes	
165	8/28/23 23:34:24	8/28/23 23:45:58	anonymous			Yes	26 - 55	Woman	Yes	Yes	Travel to work / Education/ Drop children at school or nursery;For work / As part of my job;Leisure;	Increased	Stayed the same	Become worse	Yes	No	I think average speed cameras would be better if you want people to stick to the limit in the village…… The traffic signals just now don't stop HGVs or others speeding, they just plough on through regardless. If the guy with the "hairdryer" (his own hand held camera) didn't like the speeding vehicles on the A75, he shouldn't have moved from England & bought a house next to it.
170	8/29/23 7:59:41	8/29/23 8:04:11	anonymous			Yes	55 - 65	Man	Yes	No	Leisure;Travel to work / Education/ Drop children at school or nursery;Shopping;	Stayed the same	Stayed the same	Improved	Yes	Yes	I don't believe enough drivers understand why the lights have triggered. There should be some sort of message reinforcement as they are stopped. The current signs are too small and inadequate. Equally, the drivers who simply drive through the lights on red should face some sort of automated enforcement action.
193	8/30/23 7:12:38	8/30/23 7:15:14	anonymous			Yes	Over 65 years of age	Man	Yes	No	For work / As part of my job;	Stayed the same	Stayed the same	Stayed the same	No	No	Get it bypassed along with Crocketford
198	8/30/23 16:22:03	8/30/23 16:29:22	anonymous			Yes	26 - 55	Woman	Yes	Yes	Travel to work / Education/ Drop children at school or nursery;Visti family / friends;	Stayed the same	Increased	Stayed the same	No	Yes	Drivers trigger the traffic lights and ignore them and drive through the red light.
200	8/31/23 0:35:26	8/31/23 0:47:08	anonymous			Yes	26 - 55	Woman	Yes	Yes	For work / As part of my job;	Increased	Increased	Become worse	No	No	The traffic lights do not stop traffic from speeding through the village. I feel a speed restriction of 20mph through the village should be introduced and enforced.
15	8/16/23 7:00:36	8/16/23 7:02:50	anonymous			No	55 - 65	Man	Yes	No	Leisure;	Decreased	Decreased	Improved	Yes	Yes	The traffic signal system in Springholm should be adopted in towns and villages across Scotland. That's how good it is. Perfect solution to speed control.
19	8/20/23 9:07:59	8/20/23 9:09:13	anonymous			No	55 - 65	Prefer not to say	Yes	No	For work / As part of my job;	Stayed the same	Increased	Become worse	No	Yes	
20	8/21/23 7:50:11	8/21/23 7:51:54	anonymous			No	26 - 55	Woman	Yes	No	Leisure;	Stayed the same	Increased	Stayed the same	No	No	The car in front can speed through if they know the system, especially hgvs and it leaves the 'innocent' cars sat there at a red light running unnecessary fuel.
23	8/21/23 19:55:03	8/21/23 19:56:06	anonymous			No	55 - 65	Man	Yes	No	Leisure;	Decreased	Decreased	Improved	Yes	Yes	
27	8/24/23 16:25:43	8/24/23 16:32:10	anonymous			No	Over 65 years of age	Woman	Yes	Yes	Visti family / friends;Leisure;	Increased	Increased	Become worse	No	Yes	Would suggest the traffic is monitored in the early hours of the morning... HGV heading to/from the ferries. Have observed many vehicles which do not stop when the lights turn red. New housing estate with access across the road is a serious accident waiting to happen.
28	8/25/23 1:57:47	8/25/23 1:58:47	anonymous			No	26 - 55	Man	Yes	No	For work / As part of my job;	Decreased	Stayed the same	Improved	Yes	No	
34	8/25/23 10:48:36	8/25/23 10:49:16	anonymous			No	55 - 65	Woman	Yes	No	For work / As part of my job;	Stayed the same	Stayed the same	Become worse	No	No	
36	8/25/23 12:00:06	8/25/23 12:00:55	anonymous			No	26 - 55	Woman	Yes	No	Travel to work / Education/ Drop children at school or nursery;	Decreased	Stayed the same	Improved	Yes	Yes	
37	8/25/23 12:44:02	8/25/23 12:44:59	anonymous			No	26 - 55	Man	Yes	No	For work / As part of my job;	Decreased	Stayed the same	Stayed the same	Yes	Yes	
42	8/25/23 16:08:49	8/25/23 16:10:44	anonymous			No	26 - 55	Man	Yes	No	Visti family / friends;	Stayed the same	Increased	Become worse	Yes	No	Pointless measures as vehicles just speed up once the sensor has been passed. I live in ballantrae and we have serious issues with speeding vehicles HGV especially and mounting pedestrian curbs at speed, blocking access to homes etc and nothing is ever done for safety!
43	8/25/23 16:09:01	8/25/23 16:12:08	anonymous			No	55 - 65	Man	Yes	No	Leisure;Shopping;Visti family / friends;	Stayed the same	Stayed the same	Stayed the same	No	Yes	Most times red light triggered, seems the offending vehicle carries on and those behind it are stopped. Maybe back it up with camera or replace with average speed cameras
44	8/25/23 16:08:44	8/25/23 16:12:08	anonymous			No	55 - 65	Woman	Yes	No	Visti family / friends;	Decreased	Decreased	Improved	Yes	Yes	You can see a marked decrease in EVERYONE'S speed the minute they encounter the speed limit as they don't want to be the one that causes the lights to go red. It is the most effective deterrent I am aware of.
45	8/25/23 16:11:45	8/25/23 16:12:40	anonymous			No	Over 65 years of age	Man	Yes	No	Leisure;	Decreased	Decreased	Improved	Yes	Yes	
46	8/25/23 16:12:47	8/25/23 16:14:11	anonymous			No	55 - 65	Man	Yes	No	For work / As part of my job;	Decreased	Decreased	Stayed the same	No	No	
47	8/25/23 16:21:10	8/25/23 16:21:52	anonymous			No	Over 65 years of age	Man	Yes	No	Leisure;Visti family / friends;	Decreased	Decreased	Improved	Yes	Yes	
48	8/25/23 16:21:31	8/25/23 16:23:17	anonymous			No	55 - 65	Man	Yes	No	For work / As part of my job;Leisure;Visti family / friends;	Decreased	Decreased	Improved	Yes	Yes	Why isn't Springholm bypassed?
50	8/25/23 16:21:11	8/25/23 16:25:51	anonymous			No	55 - 65	Man	Yes	No	For work / As part of my job;	Stayed the same	Increased	Stayed the same	Yes	Yes	I have seen many vehicles especially HGV & Vans completely ignore these signals when they have activated them due to excessive speed & drive straight through them on red
51	8/25/23 16:32:07	8/25/23 16:33:00	anonymous			No	26 - 55	Man	Yes	No	Leisure;Shopping;	Stayed the same	Stayed the same	Improved	Yes	Yes	
52	8/25/23 16:32:04	8/25/23 16:36:31	anonymous			No	Over 65 years of age	Man	Yes	No	Leisure;	Decreased	Stayed the same	Become worse	Yes	No	Speeding drivers get through the lights before they turn red, this holds up drivers following behind at legal speeds. They need to react more rapidly to delay the culprits.
53	8/25/23 16:42:42	8/25/23 16:46:23	anonymous			No	Over 65 years of age	Man	Yes	No	Leisure;Shopping;	Decreased	Stayed the same	Stayed the same	Yes	Yes	The traffic control measures need highlighting with more visible signs
54	8/25/23 16:44:17	8/25/23 16:47:30	anonymous			No	55 - 65	Woman	Yes	No	For work / As part of my job;	Decreased	Stayed the same	Improved	Yes	Yes	As long as the signals in working order they seem to change driver behaviour. However more and better signage is required as often those unfamiliar with this set up don't slow down/or in sufficient time which holds up compliant drivers.
55	8/25/23 16:45:07	8/25/23 16:47:31	anonymous			No	Over 65 years of age	Man	Yes	No	Leisure;Shopping;	Decreased	Decreased	Improved	Yes	Yes	
56	8/25/23 16:59:19	8/25/23 17:00:37	anonymous			No	26 - 55	Woman	Yes	No	Leisure;	Stayed the same	Stayed the same	Stayed the same	No	Yes	
57	8/25/23 17:06:34	8/25/23 17:08:09	anonymous			No	Over 65 years of age	Man	Yes	No	Leisure;	Decreased	Decreased	Stayed the same	No	Yes	
58	8/25/23 17:06:25	8/25/23 17:08:57	anonymous			No	26 - 55	Man	Yes	No	For work / As part of my job;	Increased	Increased	Become worse	No	No	The Irish lorry drivers are totally ignoring the RED traffic light which is activated
59	8/25/23 17:09:45	8/25/23 17:12:20	anonymous			No	Over 65 years of age	Woman	Yes	No	Leisure;	Decreased	Decreased	Improved	Yes	Yes	The traffic light is a brilliant way to get drivers to alter their behaviour and drive to the speed limit, far better than speed cameras and fines.
60	8/25/23 17:09:54	8/25/23 17:15:17	anonymous			No	26 - 55	Man	Yes	No	For work / As part of my job;	Increased	Increased	Become worse	No	No	The Ivory drivers whom are speeding have cotton onto the fact that they only turn red cause the are speeding and totally ignore the red light and just go straight through you can see this mostly at night or when they are in a long queue of lorry traffic, as their attitude is that there is no cameras and no police to stop them and there are too many of them. As the police can't stop them all.
61	8/25/23 17:15:39	8/25/23 17:17:17	anonymous			No	Over 65 years of age	Man	Yes	No	Visti family / friends;	Decreased	Decreased	Improved	Yes	Yes	

62	8/25/23 17:18:18	8/25/23 17:20:41 anonymous	No	26 - 55	Woman	Yes	No	Travel to work / Education/ Drop children at school or nursery;Shopping;	Decreased	Decreased	Improved	No	Yes	Even better would be a bypass. Traffic is heavier these days and there are more lorries.
63	8/25/23 17:19:12	8/25/23 17:21:31 anonymous	No	55 - 65	Woman	Yes	No	Leisure;	Decreased	Decreased	Improved	Yes	Yes	Would have been useful to have a don't know option when i'm unable to compare traffic light and pre traffic light periods I think these works make the A75 safer for the residents of Springholm which is great.
64	8/25/23 17:23:03	8/25/23 17:25:54 anonymous	No	26 - 55	Woman	Yes	No	Shopping;	Decreased	Decreased	Improved	Yes	Yes	Unfortunately the A75 is a major transport route and in reality needs to be a dual carriageway by-passing Springholm.
65	8/25/23 17:28:40	8/25/23 17:30:49 anonymous	No	Over 65 years of age	Man	Yes	No	Leisure;	Decreased	Decreased	Stayed the same	Yes	Yes	Drivers have now worked out they can speed in the village and slow down as they come to the traffic sensors.
66	8/25/23 17:37:07	8/25/23 17:41:59 anonymous	No	55 - 65	Man	Yes	No	For work / As part of my job;	Decreased	Stayed the same	Improved	Yes	Yes	I think it should be used in other villages, it's an effective way of making drivers keep to the speed limit and it's enjoyable to watch speeding drivers being stopped in their tracks.
67	8/25/23 17:53:33	8/25/23 17:55:16 anonymous	No	Over 65 years of age	Man	Yes	No	Leisure;	Decreased	Decreased	Improved	Yes	Yes	I was overtaken by a lorry quite late at night in Springholm a few months ago, the lorry caused another driver coming in the opposite direction to stop but the traffic lights weren't triggered.
69	8/25/23 18:21:11	8/25/23 18:22:44 anonymous	No	55 - 65	Woman	Yes	No	For work / As part of my job;	Decreased	Decreased	Improved	Yes	No	Should be extended throughout the region
70	8/25/23 18:20:31	8/25/23 18:23:15 anonymous	No	55 - 65	Man	Yes	No	Leisure;	Decreased	Decreased	Improved	Yes	Yes	Sometimes the person in front races through, the light changes to red and you are stopped and you are the one driving within the speed limit. I noticed others drive through the lights at red. I do believe it has slowed down traffic.
71	8/25/23 18:22:20	8/25/23 18:28:08 anonymous	No	Over 65 years of age	Man	Yes	No	Visti family / friends;	Decreased	Decreased	Become worse	Yes	No	The system works best when the road is busy. On empty roads I have seen the signal being ignored.
73	8/25/23 18:31:20	8/25/23 18:32:22 anonymous	No	55 - 65	Woman	Yes	No	Leisure;	Decreased	Stayed the same	Improved	No	Yes	Light control is just a cheap way for government to avoid the absolutely necessary bypass
74	8/25/23 18:31:24	8/25/23 18:32:49 anonymous	No	Over 65 years of age	Woman	Yes	No	Leisure;	Decreased	Decreased	Improved	Yes	Yes	
76	8/25/23 18:39:10	8/25/23 18:42:22 anonymous	No	26 - 55	Man	Yes	No	For work / As part of my job;	Decreased	Increased	Stayed the same	No	Yes	A lot of vehicles ignore the red lights and drive straight through them. HGV's are a particular problem for ignoring the red lights. Average speed cameras would be a better solution
77	8/25/23 18:42:05	8/25/23 18:44:41 anonymous	No	55 - 65	Man	Yes	No	For work / As part of my job;	Stayed the same	Stayed the same	Become worse	No	No	I slow down but the lights ate triggered by someone speeding behind, too much distance between sensor and lights.
79	8/25/23 17:27:30	8/25/23 19:04:30 anonymous	No	Over 65 years of age	Man	Yes	No	Leisure;Shopping;Visti family / friends;	Decreased	Stayed the same	Improved	Yes	Yes	
80	8/25/23 19:09:35	8/25/23 19:12:30 anonymous	No	Over 65 years of age	Man	Yes	No	Leisure;	Decreased	Decreased	Become worse	No	No	A Bypass is urgently required to solve all issues within the Village.
81	8/25/23 19:11:48	8/25/23 19:13:02 anonymous	No	Over 65 years of age	Man	Yes	No	Leisure;Shopping;Visti family / friends;	Decreased	Decreased	Improved	Yes	Yes	
82	8/25/23 19:14:25	8/25/23 19:23:11 anonymous	No	26 - 55	Woman	Yes	Yes	Visti family / friends;Leisure;	Stayed the same	Decreased	Become worse	No	No	I have recently moved away from Springholm, in the last two months. When I did live there the traffic lights were ideal if I was at the front of the queue cause they did not affect me. I travelled at the speed limit. However other people ignore the traffic lights and just go through the red light but I would have to stop, or other people would slow right down to 20 mph until they got past the lights then speed through the middle busy part of Springholm. The only advantage that they may have had was causing a space in the traffic to allow traffic to gain access onto the A75 from other junctions and driveways throughout the middle of Springholm. Overall I think the HGV's did slow down but I am unable to give an explanation for that. They didn't fly through overnight quite as much as they did before.
83	8/25/23 19:22:56	8/25/23 19:24:40 anonymous	No	Over 65 years of age	Woman	Yes	No	For work / As part of my job;	Decreased	Decreased	Improved	Yes	Yes	I've never seen anyone go over 30 MPH going though the village, and mostly at 27-28.
84	8/25/23 19:22:16	8/25/23 19:24:47 anonymous	No	55 - 65	Woman	Yes	No	Leisure;	Stayed the same	Stayed the same	Stayed the same	No	No	Get rid of the differential speed limits outwith the villages. They only cause road rage and people end up dead.
85	8/25/23 19:47:35	8/25/23 19:49:16 anonymous	No	Over 65 years of age	Man	Yes	No	Shopping;	Stayed the same	Stayed the same	Stayed the same	No	No	Build a bypass
86	8/25/23 19:50:32	8/25/23 19:51:35 anonymous	No	55 - 65	Woman	Yes	No	Visti family / friends;	Stayed the same	Increased	Stayed the same	Yes	Yes	
87	8/25/23 19:53:00	8/25/23 19:54:42 anonymous	No	Over 65 years of age	Woman	Yes	No	Leisure;	Decreased	Decreased	Stayed the same	No	Yes	Traffic congestion within the village is unacceptable and the village should be by passed
88	8/25/23 19:55:23	8/25/23 19:59:16 anonymous	No	Over 65 years of age	Woman	Yes	No	Shopping;Leisure;	Stayed the same	Increased	Become worse	No	No	I think the village should be bypassed as the new housing development will increase traffic in the village. The A75 is a major trunk road to Ireland and should be treated as such.
89	8/25/23 20:05:49	8/25/23 20:07:13 anonymous	No	Over 65 years of age	Woman	Yes	No	Leisure;	Decreased	Decreased	Improved	Yes	Yes	
90	8/25/23 20:04:36	8/25/23 20:10:28 anonymous	No	55 - 65	Woman	Yes	No	Leisure;	Decreased	Decreased	Improved	Yes	Yes	A big success; I would say a definite improvement on traffic speed on the whole. However the biggest problem is a number of vehicles both cars and larger vans, tractors and lorries that tend to just ignore the red light if they trigger it and drive through. Can there not be cameras there also to catch culprits? We all know there are some absolute muppets driving on the A75.
91	8/25/23 20:15:05	8/25/23 20:18:49 anonymous	No	Over 65 years of age	Woman	Yes	No	Leisure;Shopping;Visti family / friends;	Decreased	Decreased	Improved	Yes	Yes	The only thing that annoys me about the speed restrictions in Springholm is when the driver is speeding in front of me and gets through the lights and I get stopped.
92	8/25/23 20:13:00	8/25/23 20:21:24 anonymous	No	55 - 65	Woman	Yes	No	Leisure;	Decreased	Decreased	Improved	Yes	Yes	
93	8/25/23 20:26:14	8/25/23 20:27:58 anonymous	No	55 - 65	Woman	Yes	No	For work / As part of my job;	Stayed the same	Stayed the same	Become worse	No	No	
95	8/25/23 21:24:49	8/25/23 21:27:08 anonymous	No	Over 65 years of age	Woman	Yes	No	Leisure;Shopping;Visti family / friends;	Decreased	Decreased	Improved	Yes	Yes	I believe that the speed limit in Springholm makes you consider your speed while driving through other villages, in particular Crocketford
96	8/25/23 21:23:44	8/25/23 21:28:05 anonymous	No	55 - 65	Woman	Yes	No	Leisure;Shopping;	Increased	Increased	Become worse	No	No	I live in the next village of Crocketford and the traffic speeds are treacherous here as well as Springholm , it is diabolical that these two small villages arent bypassed
98	8/25/23 21:52:05	8/25/23 21:53:16 anonymous	No	55 - 65	Man	Yes	No	Leisure;	Increased	Stayed the same	Improved	No	Yes	
101	8/26/23 7:02:57	8/26/23 7:04:15 anonymous	No	55 - 65	Man	Yes	No	For work / As part of my job;	Decreased	Decreased	Improved	Yes	Yes	
103	8/26/23 7:21:52	8/26/23 7:26:53 anonymous	No	Over 65 years of age	Woman	Yes	No	Visti family / friends;Shopping;	Decreased	Decreased	Improved	Yes	Yes	
104	8/26/23 8:06:31	8/26/23 8:08:29 anonymous	No	Over 65 years of age	Man	Yes	No	Leisure;	Increased	Increased	Become worse	No	No	
105	8/26/23 8:11:41	8/26/23 8:14:54 anonymous	No	Over 65 years of age	Man	Yes	No	Leisure;	Stayed the same	Stayed the same	Stayed the same	Yes	Yes	The lights are a good reminder to the driver to continue to keep within the speed limit.
106	8/26/23 10:35:02	8/26/23 10:39:55 anonymous	No	Over 65 years of age	Man	Yes	No	Leisure;	Stayed the same	Stayed the same	Become worse	No	No	Some drivers trip the lights (red) but carry on you keep to the limit and have to stop. I think a couple of pelican crossings would work well for locals and drivers.
107	8/26/23 10:38:55	8/26/23 10:40:35 anonymous	No	55 - 65	Man	Yes	No	For work / As part of my job;Shopping;	Stayed the same	Stayed the same	Stayed the same	No	Yes	
108	8/26/23 11:02:40	8/26/23 11:03:54 anonymous	No	55 - 65	Man	Yes	No	For work / As part of my job;	Stayed the same	Stayed the same	Stayed the same	No	Yes	
110	8/26/23 13:05:46	8/26/23 13:06:50 anonymous	No	26 - 55	Woman	Yes	No	Travel to work / Education/ Drop children at school or nursery;	Stayed the same	Increased	Stayed the same	Yes	No	
111	8/26/23 13:24:36	8/26/23 13:28:02 anonymous	No	Over 65 years of age	Man	Yes	No	Leisure;	Stayed the same	Stayed the same	Stayed the same	No	No	The answer is of course a by pass, an opportunity the residents had many years ago, and declined, as it would decrease village life and activity.
113	8/26/23 17:28:19	8/26/23 17:29:50 anonymous	No	Over 65 years of age	Woman	Yes	No	Leisure;Visti family / friends;	Decreased	Decreased	Improved	Yes	Yes	It's infuriating when a car activates the red light, drives thro and the rest stop.
118	8/26/23 22:25:01	8/26/23 22:26:01 anonymous	No	Over 65 years of age	Woman	Yes	No	Leisure;	Decreased	Decreased	Improved	Yes	Yes	
119	8/27/23 10:19:43	8/27/23 10:27:52 anonymous	No	26 - 55	Man	Yes	No	Visti family / friends;Leisure;	Decreased	Stayed the same	Improved	No	Yes	During late evening/ night time, LGVs tend to still be traveling as excessive speed and merely ignore the red traffic signals and drive strategically through! I have witnessed this many times. There is also a bit of frustration when a vehicle activates the traffic lights but is traveling that fast that it actually gets through the traffic lights and if you've the next vehicle, you get the red light instead of the offending vehicle. Having said that I appreciate that the lights and distance when speed is detected by the sensors is fixed and this type of thing may occur. Overall, it works well for careful and considerate drivers, but for the majority of commercial vehicles using the road on a regular basis I, especially during the late evening and early hours, just ignore the traffic lights. Can these type of traffic lights have an enforcement camera fitted??
120	8/27/23 12:39:05	8/27/23 12:39:59 anonymous	No	55 - 65	Woman	Yes	No	Leisure;	Stayed the same	Stayed the same	Become worse	No	No	
121	8/27/23 15:44:44	8/27/23 15:46:00 anonymous	No	Over 65 years of age	Man	Yes	No	Leisure;	Decreased	Decreased	Stayed the same	No	Yes	
124	8/28/23 9:13:23	8/28/23 9:14:51 anonymous	No	55 - 65	Woman	Yes	No	For work / As part of my job;	Increased	Increased	Become worse	No	No	Springholm needs to be vypassed
125	8/28/23 9:57:35	8/28/23 9:58:00 anonymous	No	26 - 55	Man	Yes	No	Travel to work / Education/ Drop children at school or nursery;	Stayed the same	Stayed the same	Stayed the same	No	No	
126	8/28/23 12:01:55	8/28/23 12:05:57 anonymous	No	Over 65 years of age	Man	Yes	No	Leisure;Visti family / friends;	Decreased	Stayed the same	Improved	Yes	Yes	Fair play it has improved . It's not a substitute however for a new by pass however
127	8/28/23 14:00:49	8/28/23 14:01:46 anonymous	No	26 - 55	Woman	Yes	No	Leisure;Shopping;Visti family / friends;	Stayed the same	Increased	Stayed the same	No	No	
128	8/28/23 14:13:59	8/28/23 14:15:46 anonymous	No	26 - 55	Woman	Yes	No	For work / As part of my job;	Stayed the same	Stayed the same	Stayed the same	No	No	These lights are a disgrace. Waste of time and money. They cause almost as much frustration as the man who caused them in the first place!!
129	8/28/23 14:16:18	8/28/23 14:17:01 anonymous	No	26 - 55	Woman	Yes	No	Shopping;	Stayed the same	Stayed the same	Stayed the same	Yes	Yes	
130	8/28/23 14:36:32	8/28/23 14:40:26 anonymous	No	55 - 65	Man	Yes	No	Leisure;Travel to work / Education/ Drop children at school or nursery;Shopping;Visti family / friends;	Stayed the same	Stayed the same	Stayed the same	No	No	These were the wrong solution, they don't deal with traffic columns as the speed sensors become muddled with the flow of traffic, and falsely trigger the signals! Person responsible should be given their P45
131	8/28/23 14:44:11	8/28/23 14:50:32 anonymous	No	Over 65 years of age	Man	Yes	No	For work / As part of my job;	Stayed the same	Stayed the same	Stayed the same	No	Yes	The traffic lights do make a difference with some drivers, I always slow to 30 in built up areas, but the answer would be to dual the A75 and put a services in, as there is no where along the 100 miles from the M6 to Cairnryan to park for the night with toilets and showers.
132	8/28/23 15:20:42	8/28/23 15:21:58 anonymous	No	Over 65 years of age	Man	Yes	No	Leisure;Shopping;Visti family / friends;	Stayed the same	Stayed the same	Stayed the same	Yes	Yes	
133	8/28/23 15:21:04	8/28/23 15:23:17 anonymous	No	55 - 65	Woman	Yes	No	For work / As part of my job;	Stayed the same	Stayed the same	Become worse	No	No	Better with the smiley face sad face signals usually people slow right down when the sad face flashes
134	8/28/23 15:24:52	8/28/23 15:26:10 anonymous	No	26 - 55	Prefer not to say	Yes	No	For work / As part of my job;Leisure;	Increased	Increased	Become worse	No	No	
135	8/28/23 16:00:02	8/28/23 16:01:55 anonymous	No	55 - 65	Woman	Yes	No	Leisure;Shopping;Visti family / friends;	Decreased	Decreased	Improved	Yes	Yes	Think they're really good. Once you've been through and been stopped you know you have to keep to the speed limit. Although I've seen people ignore them and just drive through on red
136	8/28/23 16:04:02	8/28/23 16:05:01 anonymous	No	55 - 65	Man	Yes	No	Leisure;	Decreased	Decreased	Improved	Yes	Yes	
137	8/28/23 16:55:10	8/28/23 16:55:57 anonymous	No	55 - 65	Woman	Yes	No	Leisure;	Stayed the same	Stayed the same	Stayed the same	No	No	Stayed the same
138	8/28/23 16:55:02	8/28/23 16:57:24 anonymous	No	26 - 55	Woman	Yes	Yes	Travel to work / Education/ Drop children at school or nursery;Visti family / friends;	Stayed the same	Stayed the same	Become worse	No	No	If anything I believe these signals increase the speed of vehicles in the centre of the village. I also worry that they distract from the important signals ie the actual crossing.
139	8/28/23 17:27:49	8/28/23 17:30:52 anonymous	No	55 - 65	Woman	Yes	No	Leisure;Shopping;	Stayed the same	Stayed the same	Stayed the same	No	No	Some people activate the lights drive through and rest have stop Rest have been following speed limit
140	8/28/23 17:29:12	8/28/23 17:34:13 anonymous	No	55 - 65	Man	Yes	Yes	Leisure;Visti family / friends;	Stayed the same	Stayed the same	Stayed the same	Yes	Yes	I think most people stick to the speed limit but there are still a number of people who do not. An average speed system linked to speeding prosecution's would help stop those people who still speed.
141	8/28/23 17:33:40	8/28/23 17:37:27 anonymous	No	55 - 65	Woman	Yes	No	Leisure;Visti family / friends;Shopping;	Stayed the same	Stayed the same	Become worse	Yes	No	
142	8/28/23 17:35:20	8/28/23 17:37:59 anonymous	No	26 - 55	Woman	Yes	No	Leisure;Shopping;Visti family / friends;	Increased	Increased	Become worse	No	No	Shouldn't have been installed in the first place... no one stops at the red light anyway
143	8/28/23 17:40:17	8/28/23 17:41:39 anonymous	No	26 - 55	Woman	Yes	No	For work / As part of my job;Leisure;Shopping;Visti family / friends;	Stayed the same	Stayed the same	Become worse	No	No	The people that violate the lights still drive through and it's the ones that do stick to the speed limits that end up stuck at them
144	8/28/23 17:56:47	8/28/23 17:57:49 anonymous	No	26 - 55	Man	Yes	No	Leisure;	Stayed the same	Stayed the same	Stayed the same	No	No	Never saw anything actually stop when the lights are red.
146	8/28/23 18:27:24	8/28/23 18:29:39 anonymous	No	55 - 65	Man	Yes	No	Shopping;	Stayed the same	Stayed the same	Become worse	No	No	Fit speed cameras that would slow them down but really we need it by passed talked about ot for 50 years it's a joke do it !!!!
147	8/28/23 18:25:50	8/28/23 18:30:08 anonymous	No	Over 65 years of age	Woman	Yes	No	Leisure;Visti family / friends;	Stayed the same	Stayed the same	Become worse	No	No	My concern is when lights change to red to stop me, who is not exceeding the speed limit , but these have been triggered by the speed/approach of a following car. Some would say this is good because if I stop, the offending car also has to stop.
148	8/28/23 18:35:30	8/28/23 18:37:08 anonymous	No	55 - 65	Woman	Yes	No	For work / As part of my job;Leisure;Shopping;	Decreased	Stayed the same	Improved	Yes	Yes	
149	8/28/23 18:38:27	8/28/23 18:39:31 anonymous	No	26 - 55	Man	Yes	No	For work / As part of my job;Visti family / friends;	Stayed the same	Stayed the same	Stayed the same	No	No	
150	8/28/23 18:45:18	8/28/23 18:46:40 anonymous	No	Over 65 years of age	Woman	Yes	No	Leisure;	Stayed the same	Stayed the same	Stayed the same	No	No	
151	8/28/23 18:45:57	8/28/23 18:46:42 anonymous	No	26 - 55	Woman	Yes	No	Visti family / friends;Leisure;Shopping;	Stayed the same	Stayed the same	Stayed the same	No	No	
152	8/28/23 18:50:03	8/28/23 18:51:35 anonymous	No	26 - 55	Man	Yes	No	Visti family / friends;Leisure;Travel to work / Education/ Drop children at school or nursery;Shopping;	Stayed the same	Stayed the same	Stayed the same	No	No	These lights are a complete waste of money brought in to appease one loudmouth individual
153	8/28/23 18:58:27	8/28/23 19:00:02 anonymous	No	55 - 65	Woman	Yes	No	Shopping;	Decreased	Decreased	Improved	Yes	Yes	
154	8/28/23 19:00:00	8/28/23 19:01:45 anonymous	No	Over 65 years of age	Man	Yes	No	For work / As part of my job;Leisure;Shopping;Visti family / friends;	Stayed the same	Stayed the same	Stayed the same	Yes	No	
156	8/28/23 20:06:28	8/28/23 20:07:36 anonymous	No	26 - 55	Man	Yes	No	For work / As part of my job;Leisure;	Stayed the same	Stayed the same	Become worse	No	No	Driver just ignore the red lights, LGVs still speed through the village, install speed detection cameras
157	8/28/23 20:56:33	8/28/23 21:00:53 anonymous	No	55 - 65	Woman	Yes	No	Shopping;For work / As part of my job;	Stayed the same	Decreased	Stayed the same	No	No	What's the point of these lights when a lot of folk don't stop anyway and then you stop cause they're red, would it not be more sensible to have speed cameras (like in towns and cities)on the the lights to catch the ones going through at red light
158	8/28/23 20:58:13	8/28/23 21:01:54 anonymous	No	55 - 65	Woman	Yes	No	For work / As part of my job;Leisure;	Decreased	Decreased	Become worse	Yes	Yes	The signals work but locals & HGV drivers know that they are not regulated & there are no cameras & therefore I think speeds are broken at night. The volume of traffic has risen & there are larger vehicles on the A75 which makes the situation in the village more dangerous.
159	8/28/23 21:08:24	8/28/23 21:09:09 anonymous	No	26 - 55	Man	Yes	No	Leisure;	Stayed the same	Stayed the same	Stayed the same	No	No	
160	8/28/23 21:19:17	8/28/23 21:21:30 anonymous	No	26 - 55	Woman	Yes	No	For work / As part of my job;	Stayed the same	Increased	Stayed the same	No	No	An absolute waste of time, the ones that always speed still do. And others have no clue why they are getting stopped. Then speed off again to be stopped at the other end. Only causing inconvenience to others behind.
161	8/28/23 21:24:24	8/28/23 21:39:16 anonymous	No	26 - 55	Woman	Yes	No	For work / As part of my job;Travel to work / Education/ Drop children at school or nursery;Visti family / friends;	Stayed the same	Stayed the same	Become worse	No	No	The speed activated signals are a joke... I always slow in plenty of time, as I know I'm entering a 30 zone. However the speed activated signals do not request the vehicle which is going over the required speed to stop, they actually stop the 2nd or 3rd vehicle. I am being penalised on my journey time for something that is actually the vehicle that is ahead of me, it the vehicle that is in front of that one. I understand the need for a reduced speed limit through a town/village and completely concur with culling speed in residential areas. However please ensure that the technology used is aimed at the appropriate vehicle users. Why should I be delayed becuase of the vehicle in front of me (or 2 vehicles in front of me) has driven through Springholm and those lights with no penalties?
162	8/28/23 21:47:42	8/28/23 21:48:28 anonymous	No	Under 21 years of age	Woman	Yes	Yes	Leisure;Shopping;Visti family / friends;	Stayed the same	Stayed the same	Stayed the same	No	No	
163	8/28/23 23:13:38	8/28/23 23:14:39 anonymous	No	Over 65 years of age	Man	Yes	No	Leisure;Shopping;	Decreased	Decreased	Improved	Yes	Yes	
164	8/28/23 23:29:43	8/28/23 23:32:07 anonymous	No	26 - 55	Man	Yes	No	Leisure;Shopping;Visti family / friends;	Stayed the same	Stayed the same	Become worse	No	No	rather pointless having a speedo linked to a red light. have an actual speed camera installed if you really want to see a change in driver habits
166	8/28/23 23:56:23	8/29/23 0:02:27 anonymous	No	26 - 55	Man	Yes	Yes	For work / As part of my job;Leisure;	Decreased	Stayed the same	Improved	No	No	Should be enforceable average speed cameras which would stop vast majority of speeding motoristsas. Drivers knowing current lights are unenforceable just slow down for lights then speed up in between. Many, particularly HGVs just don't comply at red lights and many law abiding drivers stop as a result of speeding cars either ahead who have failed to stop or by cars speeding behind which trigger lights and then safe drivers then forced to stop. Does not encourage good driver behaviour.
167	8/29/23 3:36:02	8/29/23 3:37:43 anonymous	No	55 - 65	Woman	Yes	No	Shopping;	Stayed the same	Stayed the same	Stayed the same	No	Yes	
168	8/29/23 6:01:38	8/29/23 6:07:12 anonymous	No	55 - 65	Woman	Yes	No	Visti family / friends;	Stayed the same	Stayed the same	Stayed the same	No	No	I regularly see cars ignore the red lights and drive on through. People just don't understand the system. Either the A75 as it it's slow moving most of the time now anyway. Usually about 40mph right through from Castle Douglas to Dumfries so slowing down slightly for the 30 limit is no problem. Maintenance of the roads would be a much better use of funds and the pelican crossing too.
169	8/29/23 7:47:52	8/29/23 7:52:19 anonymous	No	Over 65 years of age	Man	Yes	No	Leisure;Shopping;	Stayed the same	Stayed the same	Stayed the same	No	Yes	Traffic lights DO discourage drivers from speeding although I have seen some HGV drivers disregard red lights.
171	8/29/23 7:39:34	8/29/23 8:07:26 anonymous	No	26 - 55	Woman	Yes	No	Shopping;Visti family / friends;	Stayed the same	Stayed the same	Stayed the same	No	No	
172	8/29/23 10:59:10	8/29/23 11:00:06 anonymous	No	22 - 25	Woman	Yes	No	Travel to work / Education/ Drop children at school or nursery;	Stayed the same	Stayed the same	Stayed the same	No	No	
173	8/29/23 11:12:03	8/29/23 11:14:34 anonymous	No	55 - 65	Woman	Yes	No	Leisure;Shopping;Visti family / friends;	Decreased	Decreased	Improved	Yes	Yes	I think the speed controlled lights which stop people from travelling more than 30mph are a great assett to springholm. I wish more villages had them. They definitely make you slow down and keep to the speed limit
174	8/29/23 18:39:35	8/29/23 18:45:18 anonymous	No	55 - 65	Man	Yes	No	Leisure;Shopping;Visti family / friends;	Stayed the same	Stayed the same	Become worse	No	No	The lights need properly set or taken away as I and others no longer stop when they are at red as know well below 30mph. Those that do stop makes more of a danger as frustrated drivers going faster in middle of village because of getting stopped
175	8/29/23 19:00:02	8/29/23 19:01:48 anonymous	No	55 - 65	Man	Yes	No	For work / As part of my job;	Stayed the same	Stayed the same	Stayed the same	No	No	A complete waste of money just to keep Redacted - Regulation 11(2) happy
176	8/29/23 20:15:05	8/29/23 20:21:51 anonymous	No	55 - 65	Man	Yes	No	Travel to work / Education/ Drop children at school or nursery;	Stayed the same	Stayed the same	Become worse	No	No	When slowing down to obey the 30mph limit other drivers behind come at speed and activate the lights. Then I have to stop with the speeding vehicle doing 1 of 3 actions. 1) nearly running into the back of me, 2) stopping then speeding through the village or 3) overtaking and disregarding the lights totally. On a night after a back shift (finish at 22:00hrs at DGRI) very few drivers actually slow down and most do not stop if lights turn red. The only drivers that obey the lights are the ones that slow down without them anyway.
177	8/29/23 20:26:13	8/29/23 20:27:12 anonymous	No	26 - 55	Man	Yes	No	For work / As part of my job;Leisure;	Stayed the same	Stayed the same	Stayed the same	No	No	
178	8/29/23 20:36:51	8/29/23 20:39:01 anonymous	No	26 - 55	Woman	Yes	No	For work / As part of my job;Visti family / friends;	Decreased	Decreased	Improved	Yes	Yes	These are the best traffic control measures out there and should be widely implemented in other villages where speeding is a clear issue (eg, Crocketford). As a driver I don't mind them at all!
179	8/29/23 20:46:34	8/29/23 20:51:17 anonymous	No	26 - 55	Woman	Yes	No	For work / As part of my job;Leisure;	Increased	Increased	Become worse	No	No	The lights positioned where they are I believe are resulting in motorists driving faster through the main village once past the lights. Traffic is slowed on entrance to the village but motorists are speeding up when past the lights causing more dangers to those walking and crossing the road.
180	8/29/23 20:52:14	8/29/23 20:53:20 anonymous	No	26 - 55	Woman	Yes	No	Leisure;Shopping;	Stayed the same	Stayed the same	Stayed the same	No	No	
181	8/29/23 20:52:04	8/29/23 20:54:33 anonymous	No	26 - 55	Woman	Yes	No	Leisure;	Stayed the same	Stayed the same	Stayed the same	No	No	Waste of time, money & resources to keep them going. Would work better in a city. Springholm & crocketford need a bypass.
182	8/29/23 20:54:17	8/29/23 20:56:58 anonymous	No	Over 65 years of age	Man	Yes	No	Shopping;Visti family / friends;	Stayed the same	Stayed the same	Improved	Yes	Yes	Camara should be fitted to fine people who run red light
183	8/29/23 21:03:22	8/29/23 21:04:10 anonymous	No	26 - 55	Woman	Yes	No	For work / As part of my job;	Stayed the same	Stayed the same	Stayed the same	No	No	
184	8/29/23 21:23:39	8/29/23 21:24:34 anonymous	No	26 - 55	Woman	Yes	No	Leisure;Shopping;Visti family / friends;	Stayed the same	Increased	Stayed the same	No	No	
185	8/29/23 21:31:50	8/29/23 21:33:18 anonymous	No	55 - 65	Woman	Yes	No	Shopping;	Stayed the same	Stayed the same	Stayed the same	No	Yes	
186	8/29/23 21:33:25	8/29/23 21:34:19 anonymous	No	26 - 55	Woman	Yes	No	Shopping;	Stayed the same	Stayed the same	Become worse	No	No	
187	8/29/23 22:39:40	8/29/23 22:40:45 anonymous	No	26 - 55	Man	Yes	No	Leisure;	Decreased	Decreased	Improved	No	Yes	
188	8/29/23 22:49:02	8/29/23 22:50:00 anonymous	No	26 - 55	Woman	Yes	No	For work / As part of my job;	Stayed the same	Stayed the same	Stayed the same	No	No	
189	8/29/23 22:53:15	8/29/23 22:55:56 anonymous	No	26 - 55	Woman	Yes	No	Leisure;	Decreased	Stayed the same	Improved	No	Yes	HGV drivers in a hurry for the ferry (and some car drivers) regularly jump the lights, causing the vehicles behind them to have to stop. There need to be cameras to catch those who ignore the lights
190	8/30/23 0:31:02	8/30/23 0:33:54 anonymous	No	26 - 55	Woman	Yes	No	For work / As part of my job;Travel to work / Education/ Drop children at school or nursery;Shopping;Leisure;	Decreased	Decreased	Improved	Yes	Yes	Unfortunately, whilst drivers like myself respect the red lights. I have seen and followed multiple vehicles just drive through the red lights so whilst locals know their use, i think some addional monitoring / fines for "jumping a red light" would probably help more.
191	8/30/23 3:32:36	8/30/23 3:37:33 anonymous	No	26 - 55	Prefer not to say	Yes	No	For work / As part of my job;	Decreased	Stayed the same	Stayed the same	No	Yes	As much as the traffic signals are a good starting point as a deterrent, the number of vehicles simply driving through the red light is unbelievable, particularly hgvs from my experience. Are there no consequences for this, such as a fine? All this does is enable them to continue speeding while vehicles behind are stopped. The lights also don't change quickly enough for those significantly breaking the speed limits so, again, they drive through the Amber and others are stopped. I feel long term a bypass is the best and only solution, particularly with new housing going up in the village. This would also make the A75 a better road for the traffic.
192	8/30/23 7:00:30	8/30/23 7:03:58 anonymous	No	26 - 55	Woman	Yes	No	For work / As part of my job;	Stayed the same	Stayed the same	Become worse	Yes	No	The traffic signals do not "punish" the speeding drivers. Instead they impact the people coming behind as they are not quick enough to stop the speeder. This causes frustration and resentment and ultimately makes driving less safe.
194	8/30/23 7:15:55	8/30/23 7:21:05 anonymous	No	55 - 65	Woman	Yes	No	Shopping;Leisure;	Decreased	Decreased	Improved	Yes	Yes	Newish to area and never encountered this type of speed restriction before. I learnt very quickly to watch my speed! They def work but I wouldn't like to live near them. The noise would increase with increased acceleration at take off also the exhaust pollution is higher when starting off again. It's the holiday traffic that gets caught mainly I would think as they don't understand this control system.
195	8/30/23 8:16:05	8/30/23 8:16:40 anonymous	No	26 - 55	Woman	Yes	No	For work / As part of my job;	Decreased	Stayed the same	Improved	Yes	Yes	
196	8/30/23 9:35:02	8/30/23 9:41:32 anonymous	No	Over 65 years of age	Woman	Yes	No	Visti family / friends;Shopping;Leisure;	Decreased	Decreased	Improved	Yes	Yes	The amount of times I observe the lights triggered to stop in front of me proves that traffic is moving too fast. I am happy to wait at lights knowing that traffic has been slowed down going through the village, especially near the school & shop!!
197	8/30/23 14:23:19	8/30/23 14:26:06 anonymous	No	55 - 65	Man	Yes	No	For work / As part of my job;Travel to work / Education/ Drop children at school or nursery;	Stayed the same	Stayed the same	Become worse	Yes	Yes	I see multiple drivers every day who simply ignore the red light and refuse to slow down. With no enforcement in place, this will only happen more and more often.
199	8/30/23 21:42:16	8/30/23 21:47:39 anonymous	No	26 - 55	Woman	Yes	No	Shopping;Visti family / friends;Leisure;	Increased	Increased	Become worse	Yes	No	Drivers drive through red lights and get away with it, therefore no deterent. Average speed cameras needed to slow down traffic.
201	8/31/23 15:11:26	8/31/23 15:12:34 anonymous	No	26 - 55	Woman	Yes	No	Shopping;Travel to work / Education/ Drop children at school or nursery;	Increased	Increased	Become worse	Yes	Yes	
202	8/31/23 16:17:36	8/31/23 16:18:30 anonymous	No	26 - 55	Woman	Yes	No	For work / As part of my job;Leisure;Shopping;	Stayed the same	Stayed the same	Stayed the same	No	No	
203	8/31/23 17:29:23	8/31/23 17:31:05 anonymous	No	22 - 25	Woman	Yes	No	Shopping;	Stayed the same	Stayed the same	Become worse	No	No	
204	8/31/23 17:37:41	8/31/23 17:38:47 anonymous	No	55 - 65	Woman	Yes	No	Visti family / friends;	Decreased	Increased	Improved	Yes	Yes	