

# Crossmichael & District Community Council

## Public Health Risks of Traffic Noise



# **Crossmichael & District Community Council**

## **Public Health Risks of Traffic Noise Preliminary Results of a Noise Impact Survey**

**April 2022**

## Introduction. What Price Our Health?

As the volume of traffic on our roads continues to increase, rural communities have become familiar with the negative effects on their lives. There are often particularly strong feelings about heavy vehicles – HGVs, delivery vans, agricultural vehicles. The A713, which runs through the middle of Crossmichael, carries a lot of such traffic, and the residents of and close to Main Street, and to a slightly lesser extent, Townhead of Greenlaw, often raise this issue. Timber lorries – the village lies on a Strategic Timber Route – are seen as a particular problem. As things stand, such traffic is likely to continue increasing due to the Government push to expand afforestation and the probability of more wind farm and other infrastructural construction traffic using the A713.

Crossmichael & District Community Council has been campaigning on this issue for some years. Road safety aspects have long been an obvious focus, exacerbated by frequent cases of speeding. More recently research has revealed the serious effects on health of small particle atmospheric pollution, much of it associated with diesel exhaust fumes. A further aspect has, however, received much less attention. This is the effects of noise pollution on the health of those who live close by. Following up anecdotal reports, the Community Council decided to carry out a survey of residents. There were 53 responses, this high return indicating the strength of feeling on the issue.

The survey was designed by two professional psychologists, skilled in the appropriate methodology and familiar with the relevant research. This report contains the findings and the conclusions they draw. It makes stark reading. Residents are clear that heavy vehicle noise is affecting their physical and mental health, and medical research referenced in the report backs up their view (see Appendix 1 for an overview). Because the traffic continues throughout much of the night, sleep disturbance is endemic. Damage to road surfaces, to which these vehicles probably contribute disproportionately, only exacerbates the noise. The survey did not cover possible effects on children; one can imagine the effects of, for instance, sleep disturbance, on developing young brains and this is surely an area calling for further research (on this, see Appendix 2). Overall, it is clear that **the pattern of vehicle noise constitutes a clinically significant risk to public health.**

We understand the argument that the industries served by these vehicles create vital economic benefits (although how much of the benefit stays within our area is another question). But this should not give them a free pass. At the moment, their profitability depends on externalizing many of their costs, that is, transferring them on to ordinary citizens and public bodies (Council; NHS).

What do we want to see done?

Immediately: we invite all interested parties – Councillors, MSPs, public health and education leaders, police, other community councils, relevant business representatives – to join us in an urgent programme of discussion with a view to initiating necessary action. Action such as:

In the short term, a lower **speed limit** (20 mph) with effective enforcement would help; noise goes down as speed reduces. Beyond that, we need an appropriate **management framework**, agreed by all interested parties, here and across the wider area (no doubt the same problems affect other communities situated along the A713, not to mention similar routes). Given the prominence that residents give to the issue of round-the-clock working, a central element of such a framework should be an **overnight curfew**.

For the somewhat longer term, thought should be given to the possibility of moving as much heavy traffic as possible off unsuitable roads. Where feasible, for example, timber should be moved on **dedicated roads**, direct onto arterial routes such as the A75 – or even better, on to a revived railway network. Where this is not viable, businesses should contribute a fair proportion of road maintenance costs.

A more determined push to **electrify** heavy vehicles would reduce noise (not to mention atmospheric pollution) significantly.

Ultimately, we as a society should surely be considering if an economic model – whether we are thinking of farming, timber extraction, construction or general goods delivery – that depends on a market-led free-for-all is sustainable or in the best interests of a healthy society.

Richard Middleton

Chair, Crossmichael & District Community Council

## **Project Summary**

A total of 53 respondents from the Crossmichael Community Council catchment area completed a brief questionnaire enquiring about traffic noise. The most striking finding was a high level of reported noise annoyance, sleep disturbance and perceived negative impact on health attributed to traffic noise amongst residents living on Crossmichael Main Street and along the A713 at Townhead of Greenlaw. These findings suggest that traffic noise exposure represents a clinically significant risk to public health. The operation of heavy commercial and agricultural vehicles, particularly in the early hours of the morning was identified as a significant factor giving rise to potential negative health outcomes. Recognition of traffic related noise pollution as a significant public health risk creates an impetus to find ways to address this issue locally, but the Crossmichael survey results are likely to have wider national implications that requires further attention.

## **Introduction**

The World Health Organization (WHO) recognises noise pollution as a harmful phenomenon and one that has a deleterious impact on public health outcomes. The empirical evidence links it to hypertension, ischemic heart disease, type 2 diabetes, and a variety of psychological and mental health problems. For example, sleep disturbance is a well-recognised and important sequela of noise pollution and night-time noise has been reliably linked to major sleep problems including alterations of sleep stages together with associated fatigue, mood disorder and impairment in social and occupational functioning.

Noise pollution is typically defined as an undesirable sound that is emitted from any source and transportation is perhaps the most pervasive source of noise pollution, particularly in modern urban environments and has been consistently associated with adverse health outcomes(ref). Noise pollution is becoming increasingly salient in rural communities as intensive farming, forestry, and other developments demand greater levels of road haulage to meet commercial needs, often involving the movement of heavy vehicles through hamlets and villages at unsocial hours.

Crossmichael Community Council was made aware of significant disturbance caused by traffic noise and in recent years, the primary complaint has centred on heavy vehicles hauling logs through Crossmichael village, increasingly at unsocial hours and according to some eye-witness reports, at excessive speed. Some residents complained that sleep was being disturbed at night and in the early hours of the morning and others complained of a pervasive sense of annoyance and frustration about the impact of noise pollution on the quality of their lives. The Community Council has been pursuing the matter with key stakeholders to explore possible solutions to help ameliorate these issues. As part of this ongoing process, the Community Council decided to conduct a small-scale survey to obtain feedback from the local community about the nature and scale of the problem.

## The Survey

A short questionnaire was designed to gather information from residents about levels of traffic noise annoyance caused by four sources previously identified by residents: (1) cars and other domestic vehicles (2) tractors and other farm machinery (3) commercial traffic including vans and delivery lorries and (4) forestry vehicles including wood lorries. Respondents were invited to participate in a brief study carried out on behalf of the Community Council to assess the level and scope of traffic related noise pollution in the Crossmichael area. It was explained that results would be used to assist in tackling noise related issues and all information would be treated in strict confidence and survey material would be anonymised. Respondents were asked to provide their age in years and indicate location of residence using the following categories (1) Crossmichael Main Street (2) Templands (3) St Michaels (4) Old Ferry Road & Rhone Park (5) Townhead of Greenlaw (6) Other area to be specified. Respondents were asked to use a standard 5-point Likert scale to rate the frequency of annoyance caused by noise they could hear at home – for the analysis, the 5 point scale was collapsed to form three outcome categories (1) No Significant Annoyance (2) Neutral Response (3) Significant Annoyance Respondents were also asked to rate sleep disturbance and their perception of health problems caused by traffic noise using a standard Likert scale – here again, the 5 point scale was collapsed to form three outcome categories labelled (1) No Significant Impact (2) Neutral Response (3) Significant Impact. In addition, respondents were invited to provide any comments they wished to make (extracts from these appear in Appendix 3).

Questionnaires were made available through the village shop in Crossmichael, and an online version was posted using “Survey Monkey”.

## Results

A total of **53** respondents completed and returned the questionnaire and 8 were returned through the online portal.

**25** (47%) were residents of **Main Street Crossmichael**,

**12** (23%) comprised residents from Templands, Old Ferry Road & Rhone Park and St Michaels combined to create a group labelled: **Off Main Street Crossmichael**

**12** (23%) residents of Townhead of Greenlaw

**4** (7%) residents on Lauriston Road towards Glenlochar

## RESULTS: Main Street Crossmichael

**Table One: Noise Annoyance by Source on Main Street Crossmichael**

Source / Annoyance	No Significant Annoyance	Neutral	Significant Annoyance
Car (n=25)	45%	10%	45%
Tractor (n=25)	27%	10%	63%
Commercial Delivery (n=25)	23%	10%	68%
Forestry (wood lorry) (n=25)	5%	5%	90%

**Table one** shows that in overall terms, a significant proportion of resident living on Crossmichael Main Street are significantly impacted by traffic noise caused by all categories of vehicle but it is striking that wood lorries have been identified almost universally as a cause of annoyance with 90% of respondents endorsing noise emissions from this source as frequent (14%) or occurring nearly “*all the time*” (86%). Inspection of comments made by Main Street residents go beyond the statistics and paint a distressing picture of the reality. One resident said:

*“we cannot relax in the living room to watch TV or sit comfortably, as the volume and speed of large / heavy vehicles coming through the village makes it impossible as it continues all hours of the day and night, which also causes sleep disturbance”.*

On the theme of sleep disturbance, a commonly cited issue, a resident had this to say:

*“traffic noise from wood lorries passing at speed just after 4.00am often wakes me...the vibration displaces pictures on my walls and glass in my display cabinet”.*

Wood lorries were noted to have been operating “*from 03.00 to 23.00 on at least 4 days a week, giving no opportunity for a full nights sleep*” and other vehicles were involved:

**“farm feed vehicles boom like a percussion instrument when empty. Is there really any need for deliveries through the night???”**

Speed was identified as a key factor that amplified the noise generated by vehicles (“*nearly all the traffic speeds, including the majority of HGV vehicles*”), particularly in the early hours but the state of the road and in particular the presence of potholes was seen to be a major issues – one resident points out that potholes “**double the sound and annoyance**”

**Table 2: Sleep Disturbance and Health Impact Residents on Main Street Crossmichael**

	No significant impact	Neutral Response	Significant Impact
<b>SLEEP DISTURBANCE (n=25)</b>	<b>27%</b>	<b>0%</b>	<b>73%</b>
<b>HEALTH IMPACT n=25)</b>	<b>38%</b>	<b>29%</b>	<b>33%</b>

Table two demonstrates the high prevalence of frank sleep disturbance with 73% of respondents endorsing the presence of pervasive sleep problems caused by traffic noise. This is a highly significant result and one commensurate with diminished quality of life and an increased risk of ill-health. The fact that 33% of respondents agreed or strongly agreed with the statement “*I think I may have suffered health problems because of traffic noise*” is in keeping with the presence of widespread sleep disturbance across this sub-group.



## RESULTS: Off Main Street Crossmichael

**Table 3: Noise Annoyance by Source for OFF - Main Street Crossmichael**

Source / Annoyance	No Significant Annoyance	Neutral Response	Significant Annoyance
<b>Cars n= 12</b>	83%	17%	0%
<b>Tractors n=12</b>	83%	17%	0%
<b>Commercial Delivery n=12</b>	74%	8%	16%
<b>Forestry (wood lorries) n=12</b>	50%	17%	33%

Table three summarises questionnaire results for respondents living in residential properties situated away from Crossmichael Main Street – this includes resident of Templands, St Michael and Old Ferry Road & Rhone Park together – and this offers a degree of protection and shielding from the sound of traffic passing through the village. This insulation effect is clearly reflected in the comparatively low levels of reported noise annoyance. However, 33% of this cohort still endorsed a significant degree of noise annoyance associated with “**wood lorries**” which is likely to reflect breakthrough traffic noise and proximity to the Main Street.

**Table 4: Sleep Disturbance and Health Impact for Residents OFF Main Street Crossmichael**

	No Significant Impact	Neutral Response	Significant Impact
<b>SLEEP DISTURBANCE n=12</b>	83%	17%	0%
<b>HEALTH IMPACT n=12</b>	92%	0%	8%

In keeping with the low levels of reported noise annoyance, the results set out in Table four confirm a commensurately low level of sleep disturbance and perceived health impact associated with traffic noise.

## RESULTS: Townhead of Greenlaw

**Table 5: Noise Annoyance by Source for Townhead of Greenlaw**

Source / Annoyance	No Significant Annoyance	Neutral	Significant Annoyance
Cars n=12	42%	16%	42%
Tractors n=12	50%	8%	42%
Commercial Delivery n=12	42%	16%	42%
Forestry (wood lorries) n=12	33%	0%	67%

The results shown in table five reflect the general trends found in Crossmichael Main Street (see Table One) – there is a significant level of noise annoyance across all traffic noise source, albeit at somewhat reduced frequencies, with wood lorries generating the greatest level of annoyance. As one resident pointed out ***“the main problem comes in the form of timber lorries which always seem to come in two’s or more, plus up to six on occasion”***.

Several residents raised the issue of increasing volumes of traffic over the past few years: ***“I truthfully do not exaggerate when I say that traffic continues 19 to 22 hours every day”***.

Increased traffic volume was noted to have had a detrimental impact on the road surface with one resident noting that ***“the road has more patches than a quilt, and more humps and dips that are getting worse every year”***.

Excessive speed clearly an issue with several residents expressing serious concerns. One resident said ***“the speed at which all the traffic passes my house is very dangerous....especially timber lorries (that) thunder past and I fear for the foundations of my home...”*** Another resident had been ***“almost blown off my feet when those heavy vehicles pass...”***

**Table 6: Sleep Disturbance and Health Impact for resident of Townhead of Greenlaw**

	<b>No Significant Impact</b>	<b>Neutral Response</b>	<b>Significant Impact</b>
<b>SLEEP DISTURBANCE n=12</b>	58%	0%	42%
<b>HEALTH IMPACT n=12</b>	50%	8%	42%

## RESULTS: Lauriston Road towards Glenlochar

**Table 7: Noise Annoyance by Source for Lauriston Road towards Glenlochar**

Source / Annoyance	No Significant Annoyance	Neutral Response	Significant Annoyance
<b>Cars n=4</b>	<b>100%</b>		
<b>Tractors n=4</b>	<b>50%</b>		<b>50%</b>
<b>Commercial Delivery n=4</b>	<b>100%</b>		
<b>Forestry (wood lorries) n=4</b>	<b>100%</b>		

Table 7 essential demonstrates the comparatively low levels of traffic noise annoyance in this area which is set well back from the traffic flow along the A713. Table 8, is fully consistent with this and confirms the absence of traffic noise related sleep disturbance and perceived negative health outcomes.

**Table 8: Sleep Disturbance and Health Impact for resident on Lauriston Road towards Glenlochar**

	No Significant Impact	Neutral Response	Significant Impact
<b>SLEEP DISTURBANCE n=4</b>	<b>100%</b>		
<b>HEALTH IMPACT n=4</b>	<b>100%</b>		

## Main Conclusions

1. First, a caveat. This was a small-scale, low power study that relied entirely upon the subjective report of self-selecting respondents. That said, preliminary analysis of the data revealed a high degree of internal consistency and comparison of groups with different proximity to traffic produced results in line with expected outcomes and confirmed the integrity of observed results.
2. The most striking finding of this survey was the high level of reported noise annoyance, sleep disturbance and perceived health impact attributed to traffic noise amongst residents living on Crossmichael Main Street and along the A713 at Townhead of Greenlaw.
3. Crossmichael Main Street produced the largest effects with 90% of survey respondents, all of whom lived in houses located not more than 2 to 3 metres from the traffic flow, reported significant annoyance with traffic noise generated by wood lorries together with significant levels of annoyance across all other sources including cars, tractors, and commercial vehicles. Reported annoyance was associated with commensurately high levels of reported sleep disturbance and perceived negative health outcomes. There was an attenuated effect in Townhead of Greenlaw across all study variables but nevertheless, significant levels of noise annoyance, sleep disturbance and negative health outcomes were reported.
- 3 The existing research literature in this specialist area clearly demonstrates a relationship between traffic and other noise exposure to annoyance – a negative and aversive psychological and emotional state – sleep disturbance encompassing frank sleep disorders and a gamut of physical and psychological health problems. It is worth noting that a common causal denominator across the range of physical and mental health outcomes associated with noise exposure is sleep disturbance which acts through multifactorial pathways.
- 4 **Bearing this in mind, the prevalence of significant sleep disturbance reported in this survey gives pause for thought and underscores what is perhaps the most important implication - the results do not indicate mere nuisance and inconvenience caused by noise pollution, they suggest that the nature, degree and reported consequences of traffic noise exposure might well constitute a clinically significant risk to public health.**
5. Given the centrality of findings associated with sleep disturbance, it is important to highlight the direct relationship between these negative health outcomes and the operation of heavy commercial and agricultural vehicles, particularly in the early hours of the morning. This was a recurrent theme in comments submitted by respondents who reported routine traffic noise disturbance at unsocial hours.

6. The survey cohort were aged between 18 and 86 years old with an average age of 58 years. The impact of traffic noise exposure and on children is clearly an issue worthy of further exploration particularly considering the salience of sleep quality for this developmentally sensitive group.
  
- 7 Excess traffic speed was an issue raised frequently by respondents and besides road safety concerns, speed is a noise multiplier which makes a significant contribution to noise annoyance and ultimately amplifies the potential for poor health outcomes as previously discussed. Similarly, the generally poor state of the roads was also thought to be exacerbating traffic noise and specifically, in the words of one respondent *“the clatter of heavy vehicles hitting potholes at night in the confined space of Crossmichael in the middle of the night”*.

## Recommendations

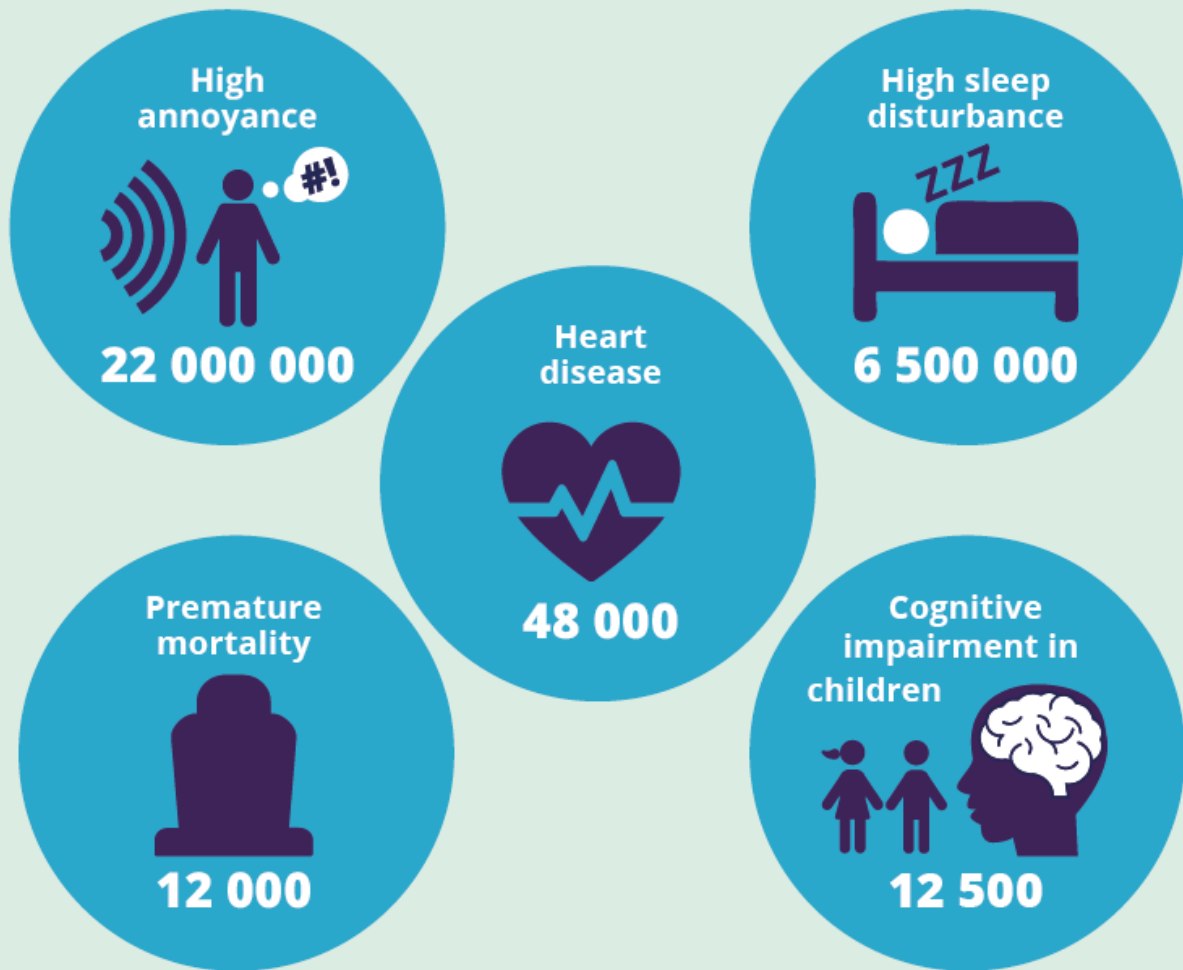
- It will be important for Crossmichael Community Council to consider the results of the survey and to have an opportunity to debate the contents before deciding what action is required. The Chair is invited to decide the process.
  
- The main recommendation concerns dissemination of survey results. The findings, albeit the product of a small-scale self-report study, with a self-selecting sample, suggests that traffic noise and, in particular, the operation of heavy vehicles at unsocial hours, may be associated with negative health outcomes. This is a matter that ought to be considered by the local directorate of public health, in conjunction with other relevant local authority departments and elected representatives to determine an appropriate response.
  
- It is suggested that the Community Council make copies of the survey results available to members of the local community with copies to local politicians and local authority officials and importantly, the Director of Public Health for Dumfries and Galloway. Wider dissemination might include a press statement to be drafted by the committee.
  
- Factors such as traffic speed and road maintenance are important and point towards some practical interventions such as reducing the speed limit through the village of Crossmichael and introducing traffic calming measures. However, the main thrust of the survey results highlights the issue of sleep disturbance caused by the operation of heavy commercial vehicles at unsocial hours. Addressing this issue will require creativity and balance to overcome what are likely to be significant obstacles to implementing what in the end is required – the introduction of traffic measures limiting the operating hours of heavy vehicles on designated roads. Recognising the fact that this issue concerns public health risks provides a new impetus to explore options.

**Appendix 1. Overview of health effects of traffic noise. Source: European Environment Agency Report – Noise in Europe 2020**

20 % of the EU population — one in five people — live in areas where noise levels are considered harmful to health.



**Impacts of environmental noise in Europe**



# Traffic noise in classrooms damages children's ability to learn, says study

Noise is the second most damaging environmental factor to health, after air pollution, and was already known to increase conditions such as heart attacks and diabetes in adults. The UN said in February that urban noise pollution was growing into a "global public health menace", leading to 12,000 early deaths a year in the EU alone and affecting many cities from Bangkok to New York.

But research on the impact of road noise on children had been limited until now. The scientists said many schools suffered noise pollution and measures such as rerouting traffic could reduce both noise and air pollution.

"We do not appreciate that noise can actually be toxic from a physical point of view," said Dr Maria Foraster at the Barcelona Institute for Global Health, who led the study. "We think that we adapt to it, but research has

The scientists also found that higher noise levels at school were more damaging than at home. "This could be because it affects vulnerable windows of concentration and learning processes," she said.

Prof Iroise Dumontheil, at Birkbeck, University of London, said: "This ... study provides convincing evidence. Considering many European children living in large cities are exposed to high road traffic noise levels, this study has implications for public policy to reduce road traffic noise near schools."

The study, published in the journal *PLOS Medicine*, tested the children four times across a year and measured noise levels outside the school and in classrooms. The tests assessed children's attention, the ability to focus on a specific task, and working memory, which is the ability to hold information in the mind and use it.

**'We do not appreciate that noise can be toxic from a physical point of view'**

**Maria Foraster**  
Researcher

shown that we don't completely - we still have a physiological response."

The research revealed that peaks of noise heard inside the classroom, such as the passing of loud lorries or vehicles accelerating away from traffic lights, had more impact than a higher average level of noise. This may be because the peaks divert attention more, said Foraster, and is important because current policies are based solely on average decibels.

"These two functions are important for learning and develop very rapidly during the primary school years," said Foraster. The functions underpin problem solving, reasoning, mathematics and language comprehension.

The scientists concluded: "Policies to reduce road traffic noise at schools - outside and inside classrooms - could substantially benefit cognitive development and future health."

Noise affects large numbers of people, with at least 20% of the EU population suffering traffic noise levels that are harmful to health, and the proportion is much higher in cities.

The study took into account the effects of air pollution, unlike most previous studies, and levels of family income and education.

"The fact traffic noise harms health and wellbeing is not talked about often enough," said Prof Trevor Cox at the University of Salford. "Arguably, the effect on student learning in schools is the worst harm. This is because any lack of attainment is detrimental to health and well-being for the rest of the students' lives."

"Addressing noise is particularly important for equality, because schools in disadvantaged areas are usually on noisier sites."



### Appendix 3. Individual responses taken from survey

#### Main Street

1.....traffic noise from wood lorries passing at speed just after 4am often wakes me. Lorries-wood lorries do not slow down until after the start of the village when approaching from Parton and pass at speed when leaving the village. Vibration displaces pictures on my walls and glass in display cabinets .

2....empty log lorries at 4 am, travelling double the 30 mph are the worst . The roads are a disgrace through the volume of HGV and farm machinery. If the roads need to be used non-stop, these companies need to resurface road and make a safer path for walking.

3.....lorries (log) start too early. Should be a minimum start time. I don't drive and can't walk to Castle Douglas due to 'no' footpath and the speed of traffic. Not safe, convoy of lorries makes it very unsafe. Upgraded footpath desperately needed.

4.....speeding vehicles through the night is much louder, especially lorries and farm feed lorries. Tractors at silage time is also very disruptive.

5....I find the noise from the forestry lorries very annoying but appreciate that we need to have them and they provide jobs for local people. So I would never complain about them or the farm machinery . Though the driving behaviour of some of these vehicles is not great.

6...My bedroom is at the rear of the house where I can't hear the road noise.

7....Forestry vehicles are passing through the village day/night at all hours which effects my sleep pattern because I'm on a high dose of morphine because of pain. Sleep aids recovery /recuperation but with the excessive traffic flow and bad road surfaces, a whole night's sleep is impossible.

8.....The number of forestry vehicles is becoming increasingly more excessive over recent years (leading me to believe it is being used as a rat run) these vehicles listed above have no intention of slowing down through the village. Which is leading to substantive road surface erosion causing more traffic noise from them. But also from more commercial/private vehicles.

9.....Wood lorries operate from 3.00am to 23.00 on at least 4 days per week giving no opportunity for a night's sleep. Farm feed vehicles boom like a percussion instrument when empty. Is there any need for deliveries through the night? Speed is increasingly linked to noise and wood lorries do not slow down when operating through the night. At 50mph through the night the noise is much worse. During silage and harvest time, farmers have no respect for people in the village and operate through the night. In fairness to local farmers, it is usually contractors.

10....Wood lorries are the worst mainly because of the speed through the village and the time they start at. Tractors are only bad with the noise during the silage season.

11...there are too many lorries through the night. They also speed at night.

12.....Thumping through pot holes opposite 33

13....Wood lorries travel too fast through the village .Empty log lorries cause the worst noise .They just about always disturb my sleep . Tractors are not too bad through the night as there isn't ever that many going through, but if there is, they are noisy. Cars with loud exhausts can also be quite disruptive.

14.....If you buy a cottage on the Main Street, you have to live with the traffic noise . Wood lorries used to wake me up at 4.30-5am. Now after living here for years, they don't disturb my sleep.

15...We live five yards from the centre of the road so multi tonned tractors and stick wagons speeding day and night pass the front door.....I'll leave it to your imagination!

16...We cannot relax in the living room to watch tv/sit comfortably, as the volume and speed of the large/heavy vehicles coming through the village makes it impossible as it continues all hours of the day and night, which also causes sleep disturbance .

17....Due to the condition of the roads and the volume of large traffic, we have had to replace windows with better double glazing, but to no avail as the noise is still high, especially with larger vehicles. Our biggest problem, and I imagine this affects all of the fringes of the village, is vehicular speeding. I would suggest that nearly all traffic speeds into and out of the village, and if not, then at least the majority. This includes the majority of HGV vehicles.

18...When I moved here six years ago, I was well aware of the forestry traffic and accepted it. What I object to with forestry traffic, is the speed which they come up to the speed sign and hit the brakes making everything rattle. Also going out in tandem , especially in the morning. Also, there seems to be a significant increase in the 'bad' lorries (dream, dreamland etc). The enormity of them causes 'wind' and suction. Why are there these lorries on the A713 in the first place?

19....experience of traffic noise near your home. Broken/crumbling road section, everything that hits it, doubles the sound. Empty log lorries speeding through the village, sometimes starting at 4am are the worst. Hitting broken sections of the road at double the speed limit increasing the noise, even better when they fling stones up to chip the cars from broken sections of road. The past two weeks, the amount of log lorries on the road is the worst i have seen in 15 years. Farm traffic can become annoying , specially when doing the silage, more so the mess, left in the village from escaped grass.

### **Townhead of Greenlaw**

1...B795 connecting A713-A75. 7.5 tonne weight limit. Empty wood lorries use this route on occasions as do other articulated vehicles. 50 mph speed limit. Most days the speed limit is broken. No monitoring is put in place.

2...personally, far enough away from the main road not to be affected(A713). Occasional get unnecessary use of B795 by vehicles over the 7.5 limit. Only action I see in Crossmichael is to ensure the speed limit. Traffic calming measures may be counter-productive to noise reduction, increasing braking and gear changing would only increase noise.

3.. .It's the speeding of vehicles that adds to the noise.

4... As my home is a little distance away from the road, traffic noise does not bother me.

5...Concerned about the speed of timber wagons on A713, and speed of all vehicles on the B795 approaching crossroads in Townhead from the A75. 50mph limit should be moved further back. Also think footpaths from Crossmichael to Townhead need completing as soon as possible.

6...The speed at which all the traffic passing my house is very dangerous to pedestrians and in particular to wheelchair users, as the condition of the pavement is appalling and they are often forced to use the road because parts of it are overgrown with grass. In wet weather, filthy water is sprayed over the front of my house making a mess of my windows and doors. Heavy goods vehicles, especially timber lorries thunder past and I fear for the foundations of my house, the drains and sewers underground. I feel that some traffic calming resources should be put in place as soon as possible and I would hope the Council treat this matter with the utmost urgency.

7...I truthfully do not exaggerate when I say that traffic continues 19/20 hours per day from 12.30 am every day and this included Sundays. I am woken by a tractor at 2.30 am. Sunday being the quietest day but every other day of the week it is constant. If vehicles are not travelling down, they are heading in the other direction. When the late Mr Ferguson (MSP) came before when my late husband and I complained of the traffic and speed past our house, he was shocked at what we were having to put up with. A small sign was put up to avoid the hidden dip in the road. I don't think it has ever been observed. Already, a life has been claimed here plus umpteen accidents. I have to cross the road to walk on the pavement. I have almost been blown off my feet when these heavy vehicles pass (another accident waiting to happen).

8...The main noise problem comes in the form of timber haulage lorries which seem to come in twos or threes and up to six on occasion. This followed by the vast increase in heavy haulage lorries. Then come the boy racers who use the stretch of road past the rugby club as a race track. Over the past 16 years, the volume of traffic has increased dramatically. Particularly the HGV's . This part of the A713 was not built to take such traffic and will make even worse the state of the road from Castle Douglas to Crossmichael. There are more patches than a quilt, and more humps and dips (some now getting quite deep) and getting worse each year.

9...the main problem is the coarse road surface with tyre noise, especially heavy commercial vehicles with their many tyres being intrusive and making conversation at the front of the house at times impossible. Quite simply, a smooth road surface would mitigate much of the noise problem at our home.The present road surface is a disgrace.

10...Unfortunately when the good weather arrives, farm machinery causes more noise . Although they are only doing their job. Wood lorries are annoying as they travel the road at all time of the day.

11... No speed restrictions at Square Point so vehicles accelerate from Townhead and Castle Douglas with little regard. For national speed limit. It's dangerous standing outside our own front door or walking on the pathway. Flying debris from forestry vehicles, buffeting by the wind as vehicles travel past at speed. Pulling in and out of our own property or when receiving deliveries is risky due to the speed and disregard for residential properties. Lack of care and consideration. Volume and speed of traffic are a main concern, mainly down to forestry vehicles. It's not only dangerous but affects the value of the property as well as windows constantly needing cleaning due to spray from the road which is excessive due to the speed of the traffic.

12...There are lots of heavy vehicles using the roads, breaking up road surfaces, causing safety problems and ignoring road and speed signs. Tractors going through at early hours in the morning and cars revving their engines, log wagons one after another going through day and night. It would be nice to get a good night's sleep.