



**Action Group**

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**Safer Communities & More Jobs**



# ***Information Pack***

***Incorporating material from Dual the A75***

***Version XII 2016-20***

**BlAnK bY dEsiGn!**

## Introduction

We are a lobbying group  
Our objective is to have 'Significant improvements on the A77(T)'.

By Significant improvements we mean making the A77 a dual carriageway from Whitlett's Roundabout at Ayr to Cairnryan, then continue further south to where the ferry traffic gets routed to join the A75 via the A751.

We understand that this undertaking could never happen overnight, so this is why we are asking for it to be written into the Program for Government in documents such as the National Transport Strategy and Strategic Transport Projects Review II.

We also ask that by for a serious commitment to complete the dual carriageway project within a ten year period timescale similar to A9 upgrade.



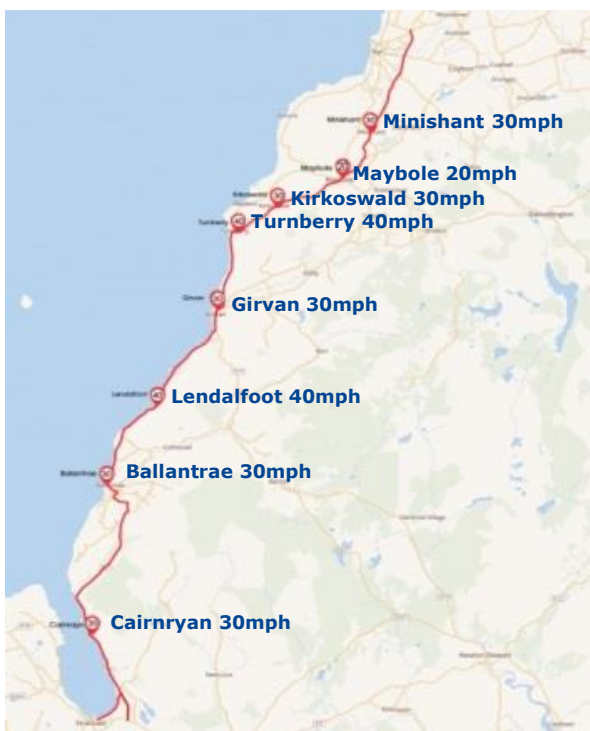
## Other aims

Are to have the speed limit from Symington to Bogend Toll returned back to 70 mph from the current limit of 50mph. This limit was put in place prior to the safety works carried out under the £77m budget spend in 2008.

In the interim have major failures such as those at Marchburn Landslip and the one at Kennedy's Pass repaired quicker as happens elsewhere in Scotland.

The A77 Action Group certainly welcomes the fact that Kennedy's Pass is no longer restricted by a traffic light arrangement. We also warmly welcome the fact that necessary repairs at the Marchburn landslip are now underway.

The Group however remains very concerned about all the sites laid out in the Transport Scotland's South West Landslide Action Plan given the fact that there are so many situated on the A77. Glenapp near to Carlock House giving the most concern.



# A77 Action Group

*Safer communities & More Jobs*

## Our Structure

We remain a non-constituted group. This status allows for fast decision making and no time wasted on needless administration.

## Our Membership

Anyone is free to join us. All we ask is that you respect the group's apolitical stance and you have a desire to see an improved A77T and a dual carriageway built.

## Who are our Core Activists

Willie Scobie,  
Donald McHarrie,  
John Campbell,  
Ann Munn  
Cathie Branson.

Each member of the core group recognises their own and each other's, strengths and challenges. The Core Activists pull others into the core if a particular discipline is required from the wider group.



## How is the A77 Action Group Funded

Expenses of the group so far have been met by its members. They are willing to continue that commitment for now. However, donations are always welcome.

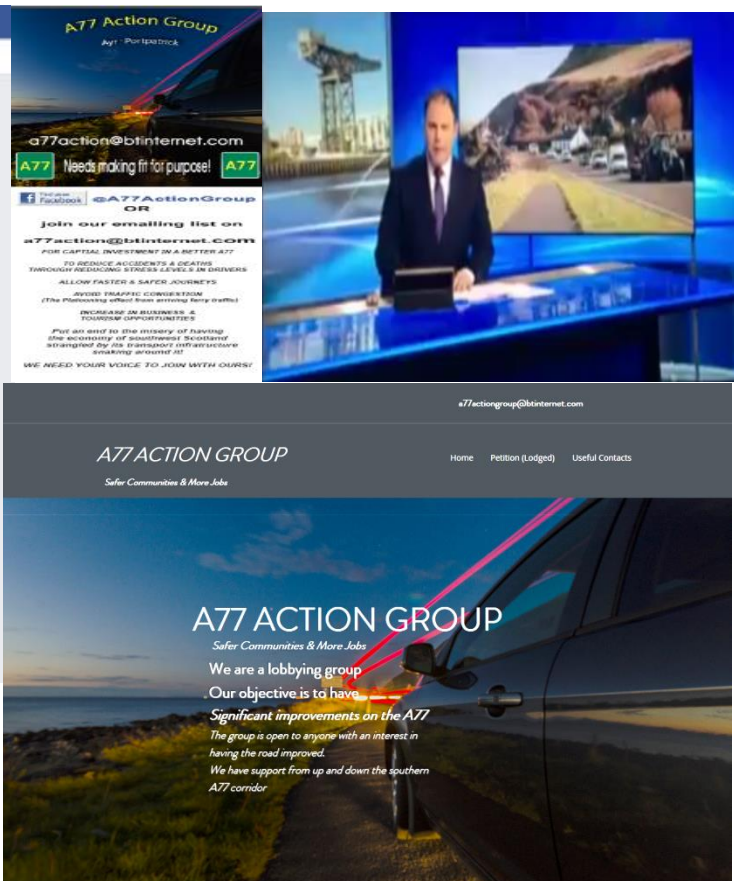
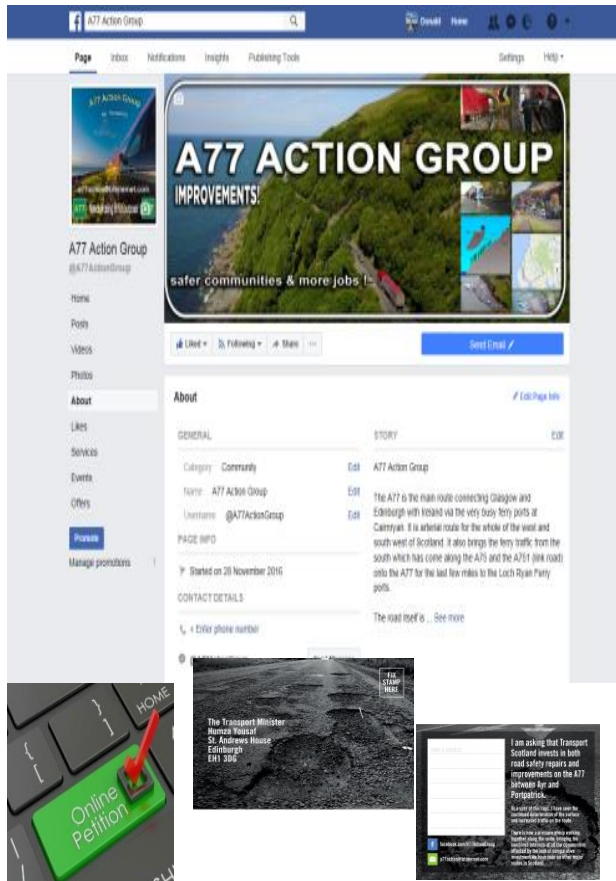
## We work closely with

Community Councils, Regional Councils (South Ayrshire, Dumfries & Galloway), Glenapp Castle, P&O Ferries, Stena Line, NFU, Police Scotland, Dual the A75.



## Methods of Campaigning

Social media (Facebook), Website, Public Meetings, Email, Letters, Postcards, Promotional activities at public events, Road side banners, Newspapers & Broadcast Media (Television & Radio), Meeting other agencies and any other interested party.



## The Scottish Parliament – Public Petition No. PE1657

We got a Public Petition that is currently being looked at by the Public Petition Committee. From what has been said all the committee members are looking at the economic, strategic importance of and A77. Given that another petition relating to A75 was already being heard. The two for evidence reasons are joined.

<http://www.parliament.scot/GettingInvolved/Petitions/a77upgrade>



news@stranraer-freepress.co.uk

November 23, 2017 5

# Road campaigners return with review pledge for future of A77 and A75

A PARLIAMENTARY meeting with the transport minister brought road campaigners some success this week, with a promise for a £200,000 review into the situation.

Campaigners from both the A75 and A77 pressure groups were joined by ferry representatives and local politicians at Holyrood for the meeting on Wednesday.

They met Transport and Islands minister Humza Yousaf, seeking assurances that action will be taken over the state of both the A75 and A77, which have both been plagued by closures and delays in recent months.

Mr Yousaf announced that an in-depth study would be carried out, which will help inform the forthcoming government Strategic Transport Projects review.

A representative from P&O, John McColm, told the minister that the road structure had changed little since the ferry company began operations at Cairnryan port in 1974. At that time, however, P&O's ferries carried 20 heavy goods vehicles (HGVs); now they carry 100.

Mr McColm's concerns were echoed by Stena Line port services manager Andy Kane, who repeated the figures revealed in the Free Press which showed Dublin routes enjoying a five per cent higher rate of traffic growth than to Cairnryan.

Activists suggested that Mr Yousaf travel the route in a 44-ton HGV to get a feel of drivers' experiences.

The plight of patients being transported by ambulance was also raised at the meeting, with delays and lorry convoys potentially slowing down transfer at a critical time, and councillor Willie Scobie said that not only were the A77 and A75 beset with potholes and

landslides, but the rural roads used for diversion were totally unsuitable for the traffic they had to take.

John Campbell, a campaigner with the A77 Action Group, gave a presentation detailing urban speed limits between Ayr and Stranraer, and outlined the comparative lack of investment the southwest has seen compared to the rest of the country.

Another member of the group, Donald McHarris, repeated the call for the dual carriageway to be extended from Ayr Whitletia roundabout, south to Cairnryan and down to the A75, and asked that this work be included in the upcoming national transport strategy and strategic transport projects review.

Mr McHarris said this work would have a similar ten-year timescale to that of the A9, which has been dualled at a cost of £3billion. He added that people were "grateful" for previous improvements to the roads, but that these "only move the problem along to the next pinch point".

The bulk of Scotland's exports to the Republic of Ireland take the A77 route, Mr McHarris pointed out, meaning it makes a very significant contribution to the country's economy.

Overall Mr McHarris told the Free Press it was a "positive meeting", and the group were looking forward to future discussions with Mr Yousaf.

Transport Scotland described the meeting as "productive" and a good opportunity to hear "directly from members of the group about the concerns and experiences of using the A77".

The A77 Action Group will be involved in the consultation process, a spokesperson for Transport Scotland confirmed, and this will begin

when the "wide-ranging transport study of southwest Scotland" gets underway in 2018. This study, the spokesperson said, was "a sign of our commitment to the route", and consultants for the project would soon be procured.

The spokesperson did not mention work on the A75, however.

New figures presented to councillors at a meeting on Tuesday showed that nearly half the roads in Dumfries and Galloway are in need of repair - the highest rate of any local authority area in Scotland. These figures include both trunk routes like the A75 and A77, and council-run roads throughout the region.

Just a quarter of residents reported being satisfied with the condition of road surfaces in a survey conducted by the council this year.

Conservative MSP Finlay Carson was present at the parliamentary meeting at which the merits of dualing both the A75 and A77 were discussed at length.

Mr Carson said the government had "repeatedly promised investment" in the southwest's roads but had "failed to deliver over the last ten years", adding that the "Labour/SNP administration at Dumfries and Galloway Council has unfortunately been absent from discussions in the last few months".

The Galloway and West Dumfries MSP added: "It is a testament to the A75 and A77 pressure groups and elected members that these roads are at the top of the transport minister's agenda on a weekly basis."

The issue will be discussed further at the parliament's petitions committee today (Thursday) and Mr Carson said he would continue to push for upgrades and investment.



Councillors, MSPs, ferry company representatives, and delegates from Ayrshire after the meeting with the Minister.

Councillor Willie Scobie said: "We had a productive meeting with the minister but still didn't get the commitment to an upgrade out of him".

Mr Yousaf had agreed, Mr Scobie said, to the arctic lorry trip, and also promised to look again at the Maybole bypass, which is currently only set to be single-carriageway.

"We had both P&O and Stena with us as part of the action group, so we showed it was about business as well as community - the whole economy of the area."

Andrew Giusti, a local councillor for Stranraer and the Rhins, said he welcomed the

minister's commitment to an in-depth study, but hoped it would be "£200,000 well spent", and that it would "lead to real discussion of what we're going to do strategically in the future".

Mr Giusti said that at Tuesday's meeting of the Economy, Environment and Infrastructure committee, he had received assurances that the chairman of the committee and leader of the council would write to government ministers to lobby for upgrades.

SNP MSP Emma Harper

said: "At the meeting Mr Yousaf agreed that the project was an important priority for the Scottish Government and I agree that progress should be made as quickly as possible."

"It is important for me to listen to constituents and I support any action which leads to improvements of the A77."

Ms Harper said she has since written to the minister requesting further detail on timescales, and reiterating her support for further investment.

VOGUE PRECISION WINDOWS Est 1967

Local press both in Dumfries & Galloway as well as South Ayrshire follow the our campaign closely. The above press cutting is from Stranraer & Wigtownshire Free Press following our meeting with Mr Humza Yousaf, Minister of Transport & Islands.

## The Scottish Parliament

Besides the Public Petition, A77 Action Group members have met with the Minister for Transport & the Islands Mr Humza Yousaf on the 15<sup>th</sup> November 2017 at Holyrood.



The group was joined by high ranking representatives from both the ferry operators Stena Line and P&O Ferries.

The A77 Action Group feels this is the beginning of the journey! In keeping with the groups apolitical status, we asked invited all the MSP's for the A77 Corridor MSPs.

Brian Whittle MSP, Finlay Carson MSP, John Scott MSP, along representatives of Jeane Freeman MSP, Emma Harper, MSP, Colin Smyth MSP due to other prevailing commitments they couldn't attend.

Mr Yousaf was receptive to what the group is calling for, and that he understood the economic importance of the route. He also said that the group was going about campaigning in the correct way.

The Transport Minister announced that an independent study into the A75 & A77, would be underway soon. With Transport Scotland appointing Independent Consultants to carry the work out.

A77 Action Group asked if they would be informed about the studies findings.



### **Major Redevelopments**

In the past, present  
and immediate future  
A9, A90, A96, M90,  
M73, M74, M8, M80,  
M9, A737.

With very little spent  
on A75, A76, A77 in  
comparison.



## Background why dual Carriageway for A77

The A77 is the main arterial route from the central belt to the south west of Scotland. On the way it also provides connections to a number of towns and villages. It also provides the road connection between our capital city Edinburgh via Glasgow to Northern Ireland's capital city Belfast and the Republic of Ireland's capital city Dublin beyond that. So from an economic perspective, as well as a cultural view point, the A77T is a strategic road, nationally and internationally.

The road moved £1bn worth of products and services to the ferry ports to be exported to The Republic of Ireland in 2015, however we have no figure for the amount of goods to Northern Ireland. We can only assume that similar volume would move in the other direction.

Going forward improved road links would increase the potential for more trade.

## National Planning Framework Strategy Map



Glasgow



Edinburgh

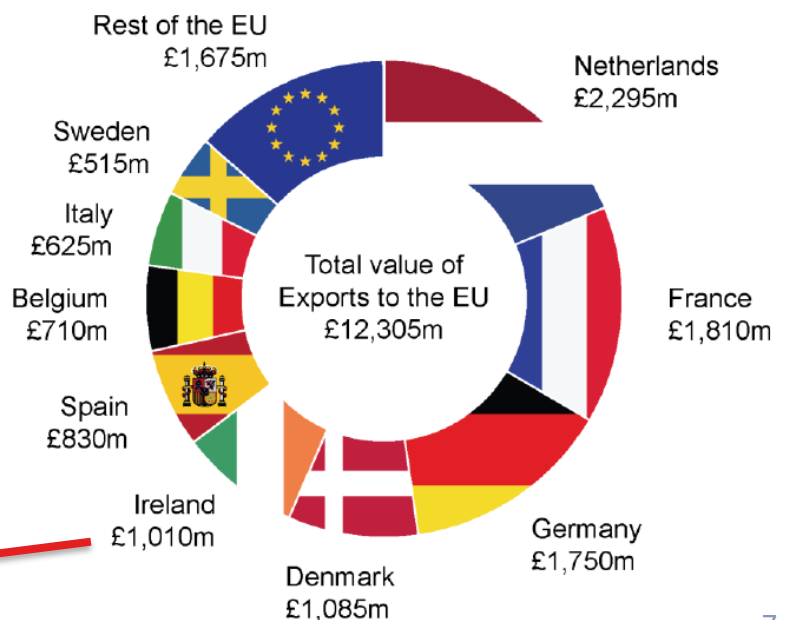


Belfast



Dublin

## Scottish Exports to the EU by country – 2015



## Background to Why Dual Carriageway (Continued)

We as a country need to build on the investments already implemented in the area, such as the £77 million, spent on the A77 & A75 from 2008 (the A77 improvements are the Symington and Bogend Toll improvements relating to safety improvements and on sections of dual carriageway north of Ayr). The design work and planning of Maybole's bypass that is scheduled to commence August 2018 is also included in this figure.



**Maybole's 20mph** speed limit is due to the fact that the High Street is deemed to be the most dangerous in the whole of the United Kingdom, and not just Scotland. It remains a part of trunk road until the very long await bypass opens.

**Maybole Bypass** was originally pegged out by road surveyors in 1936. **Maybole's High Street** has seen four fatalities involving motor vehicles, and many more people injured



## Why Dual Carriageway

### Previous Calls for upgrades

16th December 1985

Then Secretary of State for Scotland Mr Ancram reply to a question from Mr Foulkes about the current trunk road programme That there were 33 bypasses in Scotland either under construction or proposed. Six remain unbuilt, three on the A76, and three in Ayrshire.

Maybole being the one on the A77 which carries a greater percentage of

HGV's than any other road bar the A75 in Scotland. The following bypasses are yet to be build

A91 Auchtermuchy bypass

A83 Inverary bypass

A76 Kirkconnel-Sanquhar bypass

A76 New Cumnock bypass\*\*

A76 Mauchline bypass\*\*

A77 Maybole bypass \*\*

\*\* All in Ayrshire

**That will be coming up to 32 years ago.**

In the 1980s Maybole Bypass had its funding snatched to fund the improvements on the southern section of the M74

In the 1990s Maybole Bypass had its funding used to fund the three town bypass on the A78.

**23rd November 2001**

## Roads Minister gets the picture . . . Maybole NEEDS a bypass

A RENEWED plea for a Maybole bypass was put directly this week to Scottish Transport Minister Sarah Boyack.

Ms Boyack was in Ayr to officially launch South Ayrshire Council's new transport initiative.

However, council leader Andy Hill used the opportunity to present a strong case for the Executive to re-think its position.

Before handing over an album of

photographs graphically depicting the congestion and dangers to pedestrians on the town's narrow High Street, Councillor Hill also stressed the economic importance of a relief road.

He claimed: "Not only is the creation of a bypass virtually unchallengeable on safety and environmental grounds, the need for such a relief road was highlighted earlier this year by the Royal and

Ancient Golf Club when they were considering Turnberry as a venue for major events.

"And such events have a significant impact on the local economy from both a financial and employment perspective."

Councillor Hill appealed to the Minister: "I sincerely and earnestly ask you to listen to my personal plea for consideration of a bypass for the town of Maybole."

Ms Boyack was then driven through Maybole to see the damage being done to rural roads by timber-laden lorries and for which a solution is being sought by the new transport initiative.

Later, Councillor Hill said: "I have both verbally and through the photo album, represented a strong case for a future Maybole bypass.

"Of course I am fully aware that the Scottish Executive has already

pointed out that there is, at present, no plan within its current trunk roads programme for a Maybole bypass. However, my objective is to persuade the Executive of the need for funding such a bypass in the NEXT programme."

Councillor Hill added: "I am certainly happy that we have shown the need, proved the demand and forecast the benefit for a new road to be created around the town of Maybole"

Why Dual Carriageway

Travel today from Stranraer to Wick, and the only shopping centre you pass through is the High Street in Maybole.



## Why Dual Carriageway



## Why Dual Carriageway

**Maybole & Kirkoswald** have buildings at risk of collapse or have had partial collapse.

Due to vibrations, Cllr Peter Henderson of Ward 8 South Ayrshire was invited to witness readings being taken and has told the group the results of the readings being taken in the village of Kirkoswald when platoons of HGV's have gone past.

The affect on these residents must have some physical or have a mental effect on their being.

Some of these buildings have historic value to the narrative of South Ayrshire and for that matter the rest of Scotland.

With narrow pavements this is why many villages are pressing for 20mph limits to be introduced.

However bypasses would take the problem away!

The quality of life for residents in all the villages and towns in the 48 mile stretch suffer.

Whilst the Maybole Bypass is further along to becoming a reality rather than a long held fantasy.

These very same issues affect any of the following Minishant, Turnberry, Girvan, Lendalfoot, Ballantrae, Cairnryan.



## Why Dual Carriageway

### Existing pressures on A77

The pulse effect of vehicle numbers associated with the HGV traffic coming off the ferries this results in long convoys of queues in a platoon travelling along the road, making passing these vehicle dangerous.

There is a large proportion of tourist traffic, which is unfamiliar with the snaking, twisting nature of the road

There is a mix of slower (agricultural vehicles) and fast-moving traffic (cars and motorcyclists), which can cause delays and lead to driver impatience in the form of rash and often near fatal errors of judgment. With no safe pulling in passing places either, like found at regular intervals on the A9.

In some places the road width does not allow two HGVs to safely pass each other without one giving way to the other.



## Why Dual Carriageway

### Existing pressures on A77

This sequence was taken from a HGV dash cam, showing a multifunction pickup truck overtaking against white chevrons and then solid white line. As the corner is blind, the pickup driver does not see the two on coming

cars from the south bound direction. The clip was posted on a social media site called Idiot UK Drivers Exposed they described the road as being a "Country Lane!" And Not a Scottish Trunk Road, as it actually is.



This second sequence shows when a HGV loses control on the tight bends what happens, either mechanical failure (like the prop shaft here) or load shifts or just

going to fast. However the bends are tight on A77T and this sort of thing is almost a weekly occurrence.

**These are not one off incidents**, they are practically daily occurrences. A77 Action Group Core Activists have had a productive meeting with Chief Insp Gary I'Anson of Ayrshire Division and Chief Insp Mark Hollis of Galloway Division.



They have agreed to a joint strategy in dealing with the southern section of A77. This started on the 6th November 2017, to run for two weeks, then building into the festive programme with a collaborative approach going forward.

## Why Dual Carriageway

### Existing pressures on A77

The road width also does not allow road repair work to be carried out in a safe way without closing the road (eleven closures occurred for this reason in 2016/17), which results in lengthy diversion routes on even more unsuitable roads for users & locals who live beside the diversions.

had a dual carriageway for example the part of the carriageway could be used to save the traffic going along these highly unsuitable diversionary routes.

Data Source Transport Scotland Factsheet presentation at a A77 Roundtable Meeting in Barrhill, hosted by Jeane Freeman MSP.

### A77 Trunk Road - Closures due to Weather 2016/17

07/01/2016	Flooding	Stranraer	Total Closure	09:00	12:18	Northbound closure at Stranraer, A75 / A751 / A77. Southbound closed at A751 Junction, A751 / A75 to Stranraer.	207666561399
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### A77 Trunk Road - Closures due to Planned Works 2016/17

06/01/2016	07/01/2016	Night	Maybole	Total Closure for BT works	21:00	06:00	Northbound : A719 Turnberry / B7024 / Doonholm Road / A77. Southbound in reverse.
15/01/2016	16/01/2016	Night	Maybole	Total Closure for BT works	21:00	06:00	Northbound : A719 Turnberry / B7024 / Doonholm Road / A77. Southbound in reverse.
11/03/2016	14/03/2016	Continuously	South of Ardwell	Total Closure for re-surfacing	20:00	06:00	Shallochpark / A714 / A75 / A751 / A77
13/05/2016	17/05/2016	Continuously	Littlehill to Burnside	Total Closure for re-surfacing	20:00	06:00	A77 / B741 / B7023 / A77
20/05/2016	23/05/2016	Continuously	Littlehill to Burnside	Total Closure for re-surfacing	20:00	06:00	A77 / B741 / B7023 / A77
26/08/2016	29/08/2016	Continuously	Bridgemill to Girvan Mains	Total Closure for re-surfacing	20:00	06:00	A77 / B741 / B7023 / A77
08/10/2016	15/10/2016	Continuously	Dalrymple Street, Girvan	Total Closure for re-surfacing	06:00	06:00	Bridgemill Roundabout / B734 / Coalpots Road / A77
21/10/2016	25/10/2016	Continuously	Bridgemill to Girvan Mains	Total Closure for re-surfacing	20:00	06:00	A77 / B741 / B7023 / A77
28/10/2016	31/10/2016	Continuously	Millybrae	Total Closure for re-surfacing	20:00	06:00	A77 / B741 / B7023 / A77
25/11/2016	29/11/2016	Continuously	South of Ardwell	Total Closure for re-surfacing	20:00	06:00	Shallochpark / A714 / A75 / A751 / A77
17/02/2017	21/02/2017	Continuously	Drumellan Farm to Smithston	Total Closure for re-surfacing	20:00	06:00	Doonholm Road / B7924 / A719 / A77



## Why Dual Carriageway

### Existing pressures on A77

### Potential benefits of an upgrade

The A77 Trunk Road had nine road closures south of Whitlett's roundabout at Ayr in 2016/17 which were down to road traffic incidents. Perhaps If the road was wider and upgraded, then these closures would be less frequent and three of fatalities could have been prevented.

This is in addition to the eleven times due to weather and maintenance works.

The communities along the diversionary routes could do without the thundering traffic disturbing their idyllic settings.



Photos by J.Campbell ©

A77 Trunk Road - Closures due to Road Traffic Incidents 2016/17

Date From	To	Classification	Locus	Involvement	Time Closed	Time Opened	Diversion	OS Grid Ref
09/01/2016		Serious	North of Ballantrae	2 car RTA - Helimed landing on carriageway. 2 adults, 3 children airlifted to hospital	12:31	16:00	Closure at Girvan, A714 / A75 / A751 / A77	208401:582518
21/02/2016		Minor	South of Kirkoswald	2 car RTA. Minor injuries but large amount of debris / oil spill	14:09	18:15	Closure at Turnberry, A719/ A77	222309:606557
15/03/2016		Minor	Maybole to Minishant	3 car RTA. Closed awaiting injury update from hospital. Not as serious as first thought.	14:55	17:00	Closure at Maybole. A719/ B7024 / Doonholm Road / Corton Junction to A77	232100:611722
10/08/2016		Fatal	Carlock Hill, North of Ballantrae	HGV v Car	15:15	23:16	Closure at Girvan, A714 / A75 / A751 / A77	208242:575161
20/08/2016		Vehicle Fire	Bridgemill Roundabout, Girvan	HGV Fire	10:55	12:00	Closure at Bridgemill, B734, C30, B741, B7030, A77	219186:598560
20/10/2016		Minor	Minishant	HGV Overturned	03:10	10:00	Northbound Closure at Turnberry, A719 / Greenfield Ave., B7023 / B734 to rejoin A77 at Corton Junction. Southbound Closure at Maybole, B7023 / B741 / C30 / B734 rejoin A77 at Bridgemill Roundabout, Girvan.	232695:613929
16/12/2016		Minor	Kirkoswald	1 vehicle RTA	15:00	18:00	Northbound Closure at Turnberry, A719 / Greenfield Ave., B7023 / B734 to rejoin A77 at Corton Junction. Southbound Closure at Maybole, B7023 / B741 / C30 / B734 rejoin A77 at Bridgemill Roundabout, Girvan.	224629:607742
02/01/2017		Fatal	Girvan Mains (North of Girvan)	Pedestrian V Car	01:00	07:00	Northbound Closure at Bridgemill Roundabout, Girvan B734 / C30 / B741 / B7023 / rejoin A77 at Maybole. Southbound Closure at Maybole, B7023 / B741 / C30 / B734 rejoin A77 at Bridgemill Roundabout, Girvan. Northbound closure at Holmston, A70 / A79 / A719 / Rejoin A77 at Whitlett's. Southbound diversion in reverse.	219301:598799
30/01/2017		Fatal	Whitlett's - Holmston Roundabouts, Ayr	3 car RTA	22:15	04:45		236501:622003

## Why Dual Carriageway

### Existing pressures when A77 Diversion Routes

When closed the alternatives A714 Girvan to Newton Stewart used as a diversion route for the A77T, once at Newton Stewart the A77T traffic would join the A75T to Stranraer/Cairnryan.



On the A714 an HGV driver has to use all of the road to get the vehicle round the bends and twists. This was just to navigate the way over a railway bridge on the Stranraer to Glasgow Railway.



The HGV in front is a standard height fridge trailer, it is struggling not to hit the trees growing over the roadway. It is more than likely carrying fresh produce to the supermarkets in N.I from the distribution depots in the Central Belt of Scotland. For the likes Tesco, Sainsbury, Asda, Marks & Spencer.



Still A714 during the night closure of the A77T North of Stena, the red HGV (Royal Mail), has given way to the southbound HGV.



## Why Dual Carriageway

### Existing pressures when A77 Diversion Routes



Due to the width of A714 not even an HGV and a smaller vehicle a safely meet each other & pass. Jeane Freeman MSP's A77 Roundtable Meetings have helped with some safety issues on the A714 during the times when it's used as an alternative.

However, it does nothing to escape the fact its not suitable for when A77 Strategic traffic has to use it.



Narrow twisted diversion that struggles to cope with its local traffic and log lorries without the additional pressures of strategic A77 traffic on it as well.



This HGV driver is yet again having to use all of the road to get the vehicle across a bridge north of Pinwherry. During the incident where the A77 flooding in an area that was being resurfaced at the time it meant that traffic from the south had to take this route adding 71miles onto their journey.

## Why Dual Carriageway

### Existing pressures when A77 Diversion Routes

Still North of Pinwherry on the A714 the same HGV driver is needing to use the whole road, this is another bridge over the Stranraer – Girvan railway

Pinwherry Bridge over the River, this is right angles to get a 17metre 44tonne HGV across it

The HGV has got round this bend, he later pulls over in Barrhill. Either a break time or they were just allowing me to travel on in front to Newton Stewart.

During the Flood incident an HGV got stuck on this bridge blocking this diversionary route as well.

A714 & A713 are not suitable diversionary routes for the strategic traffic that uses A77. When the A77 is closed a lot of the high cube HGV traffic will use the M74, A701, via Dumfries and then the A75. With reserve diversion.



Personal Injury Accident Statistics - A77 Full Route

Year	Fatal	Serious	Slight	Total
2012	1	5	47	53
2013	5	7	43	55
2014	2	5	36	43
2015	1	12	45	58
2016	3	7	42	52
2017#	5	11	24	40
Total	17	47	237	301

Personal Injury Accident Statistics - A75 Full Route

Year	Fatal	Serious	Slight	Total
2012	1	5	28	34
2013	3	8	31	42
2014	2	6	36	44
2015	3	4	36	43
2016	2	8	30	40
2017#	2	7	31	40
Total	13	38	192	243

# figures up to 30<sup>th</sup> November 2017

Taken from Source: Transport Scotland Accident Manager Database Notes: Statistics for the Strathclyde Legacy Police Force Area and Dumfries and Galloway Legacy Police Force Area available up to 30/11/2017 for A77T

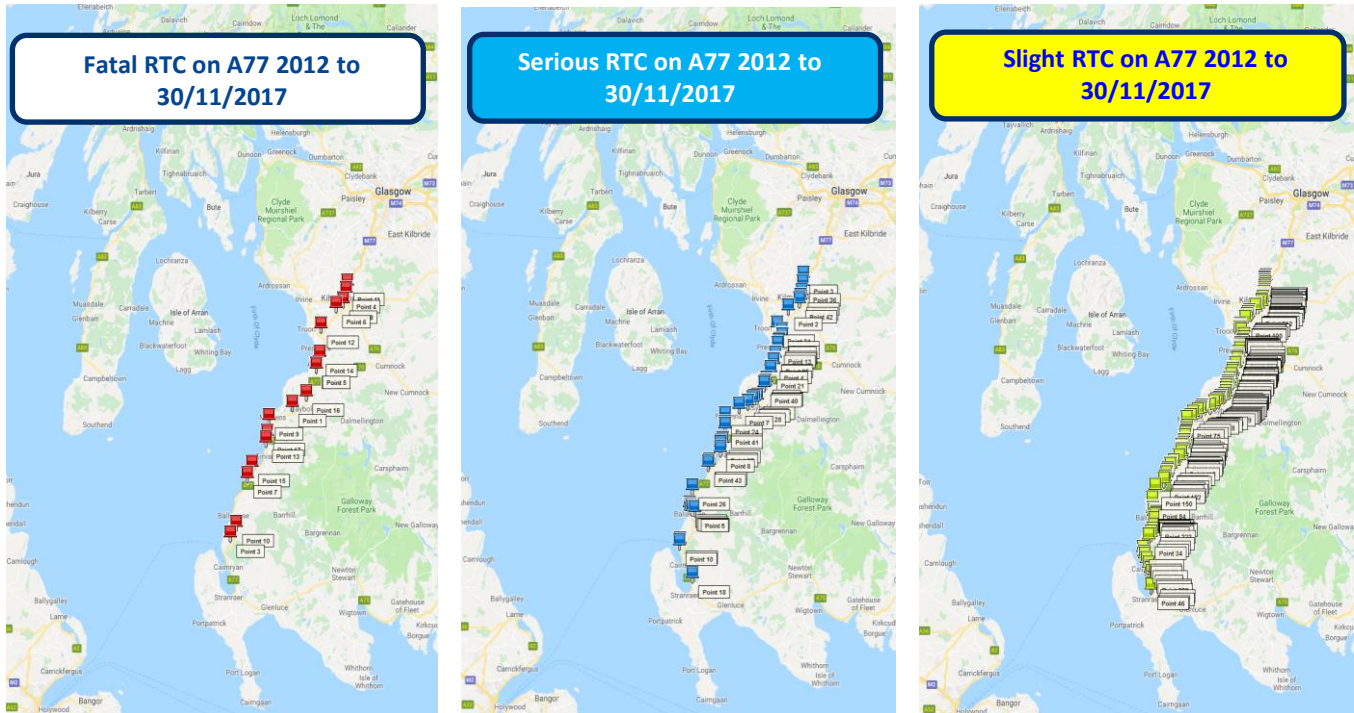
Taken from Source: Transport Scotland Accident Manager Database Notes: Statistics for the Dumfries and Galloway Legacy Police Force Area available up to 30/11/2017 for A75T

Date Period: 01/01/2012 - 30/11/2017 Date Extracted - 15 January 2018 Day Date Time Severity

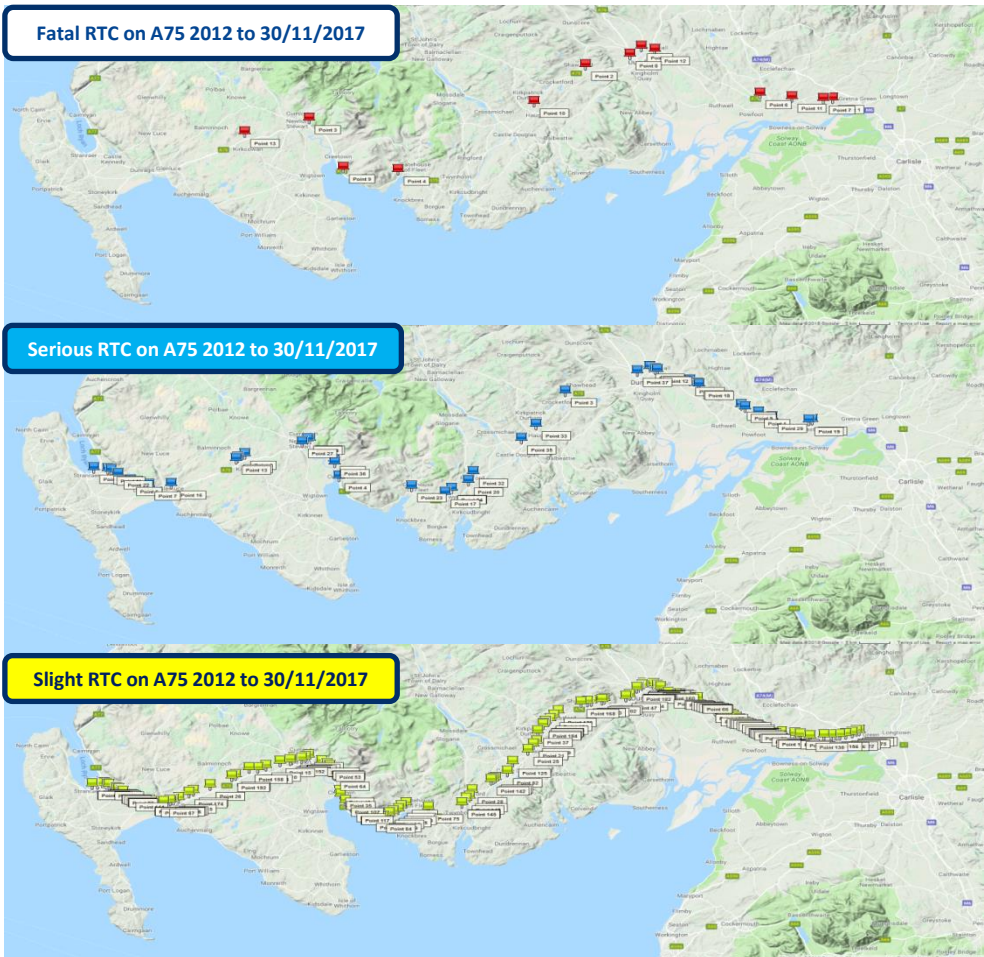
<https://beta.gov.scot/publications/foi-18-00074/>

Why Dual Carriageway

Personal Injury Accident Statistics - A77 Full Route



Personal Injury Accident Statistics - A75 Full Route



## Why Dual Carriageway

### Existing pressure on A77 Increased Ferry Traffic

There is increased traffic travelling south via the A77 south of Ayr to get to the North Channel ferries operating out of Loch Ryan as a result of the withdrawal of the Troon to Larne ferry service in January 2016.

Despite having very good road infrastructure the exposed nature of the route between Troon to Larne made the attractive fast ferry service unreliable along with the freight service.

Could these be reasons to why it was loss making given the frequency and reliability of the short sea routes from P&O and Stena Line at Cairnryan to Northern Ireland.



## Why Dual Carriageway

### Existing pressure on A77 & Benefits of Improvements

The bypasses and improvements we seek are not that dissimilar to the project benefits of the A737 Improvements in that these upgrades it would serve to separate local from strategic traffic.

This in turn would encourage improved economic & employment opportunities through better journey time reliability for both motorists and businesses along the length of the A77.



The Scottish Air Show pulls many visitors into Ayr over the course of a weekend. Up to 120000 visitors, with 20 air demonstration's along with 20 attractions. Giving Ayr a real party atmosphere, a what financial boom for the south west of Scotland.



## Why Dual Carriageway

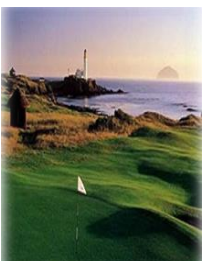
### Benefits of Improvements

South Ayrshire Council commissioned a independent study which stated that the benefit to Scotland of the 145th Golf Open that was held at Royal Troon, was £110m as a whole.



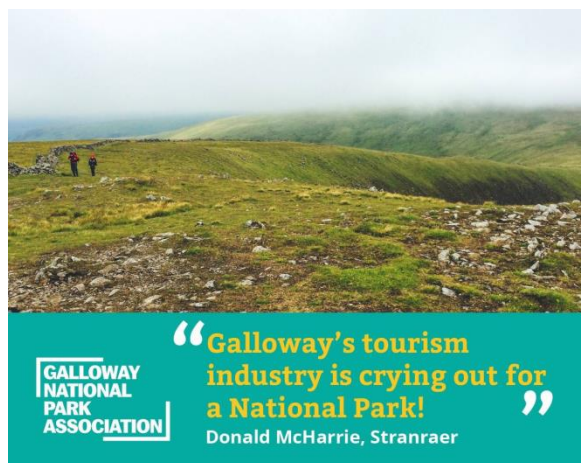
Given events like the Airshow and Golf Competitions on Ayrshire Golf Courses is a welcome income in the South West of Scotland.

The world famous golf course and holiday complex at Trump Turnberry is being starved of such events due to the lack of investment in the road structure.



The action called for in the petition could therefore have positive economic implications for Scotland as a whole.

Tourism in South Ayrshire & Galloway would be helped and strengthen the economy. It would also assist the call to make Galloway a National Park.



Another unique Tourist selling point is the Dark Skies in the Galloway Forrest.

Not only for star gazing but for lends itself to Low light Photography.



Photo by Dooj Brawls Photography ©

## Why Dual Carriageway

### Campaign Support Statements

**Glenapp Castle Hotel** have written submission for our Public Petition on 14 September 2017 PE1657/C

I am the Director and General Manager of the Five Red Star Glenapp Castle Hotel. We are located two miles south of the village of Ballantrae in South Ayrshire.

The castle was put up for sale in 2014 and was bought in 2015 by a Yorkshire businessman Paul Szkiler. In the last two years Paul has invested an additional £1.5m in upgrading the property and employing an additional 15 people. Our total staff role stands at 55 employees.

Paul has invested heavily in the product and subsequent marketing. We have a first-class product but historically no one knew!

We have had many successes over the last two years, doubling turnover and increasing profits and we have more we want to do.

The South West is a beautiful part of Scotland. International visitors are unaware of the region and associate Scotland with the Highlands. Our sales team have to explain our location and the hidden beauty that it offers. Guests love the castle and area and many return looking upon Glenapp as a home from home.

We welcome FTSE 100 companies and many wonderful guests from all over the world. We have a major disadvantage over our competition. Infrastructure, (Road, Rail and Internet)...



## Why Dual Carriageway

### Campaign Support Statements

The A77 connects us with the central belt, International Airports and the Highlands. The road infrastructure from Stranraer to Ayr is poor, so poor that we feel it strangles economic activity in the South West. This caps the number of jobs and leads to a migration out of the area of young people who feel they need to move away to get on. This shapes communities and restricts services.

The slow A77 journey times, slows the flow of business coming to the hotel. I have many guests who say they generally have no reason to travel south from Ayr it's just difficult. Just this week I had a potential bride cancel her second viewing mainly due to the condition of the road and journey times.

You would expect this to happen once in a while but we regularly receive negative feedback about the A77. We host journalists, agents and conference planners from all over the world. All have the potential to direct substantial business towards the South West.



## Why Dual Carriageway

### Campaign Support Statements

The road quality and journey times is the biggest hurdle we have to climb. Competition is fierce and many event planners are concerned that the journey from major airports on a sub-standard road will result in negative comments from their corporate clients and therefore on occasion we have lost the business for this very reason.

We have those that can arrive by helicopter, this is a small percentage but it allows minimum travel times and to them their time is more valuable than the cost of avoiding the A77.

As the road is so narrow for safe working, remedial work on it causes the road to be closed. This causes us and other neighboring businesses great inconvenience.

We try to contact guests and explain the diversion. In many places in bad weather the high verges slip causing traffic lights

disruption, one area near Stena has had lights stopping traffic for well over 18 months. The few passing places causes ferry traffic to bunch together. This makes overtaking difficult and dangerous.

In conclusion, I believe the road is not fit for purpose and strangles the communities of the South West.

**Glenapp is happy to support the A77 Action Group.**



## Why Dual Carriageway.

### What is at risk?

What is at risk if this upgrade doesn't happen, the economy of the whole of the South West of Scotland.

Ferry Companies have invested heavily in recent years in the vessels and port infrastructure.

Stena Line since 2008 have invested over £300m in the Cairnryan – Belfast route with a newer terminal in Belfast (VT4) and a the brand new Loch Ryan Port at Cairnryan in November 2011 (LRP accounted for £80m of the £300m + investment)

In addition Stena Line brought two of the largest ferries to operate between Scotland and Northern Ireland with the Stena Superfast's VII & VIII costing in excess of £100m.

Staff Numbers is approximately five hundred.

Approximately half are directly employed in Scotland

South west Scotland needs these jobs!

While Stena Line remains committed to maintaining quality ferry services between Loch Ryan Port, Cairnryan and VT4 Belfast.

However concerns do exist that future volume share could be lost to other routes. This is down to poor road & rail accessibility. This could seriously impact future investments and sustainability of the vital 'Bridge' with Northern Ireland.



## Why Dual Carriageway

### Campaign Support Statements

#### **Stena Line submission of 19 September 2017 PE1657/D**

Stena Line is one of Europe's leading ferry companies with 36 vessels and 20 routes in Northern Europe. Stena Line is an important part of the European logistics network and develops new intermodal freight solutions by combining transport by rail, road and sea. Stena Line also plays an important role for tourism in Europe with its extensive passenger operations. The company is family-owned, was founded in 1962 and is headquartered in Gothenburg. Stena Line is part of Stena AB, which has about 15 000 employees and an annual turnover of over £3.5 billion. Stena Line is the largest ferry operator on the Irish Sea, offering the biggest fleet and the widest choice of routes between Britain to Ireland including Belfast to Liverpool and Heysham, Belfast to Cairnryan, Dublin to Holyhead and Rosslare to Fishguard routes, a total of 228 weekly sailing options between Britain and Ireland. Stena Line also offers a direct service from Rosslare to Cherbourg with three return crossings a week.

Stena Line has been able to play its part in helping to maintain a connection between Scotland and Northern Ireland which goes back over 150 years. In 2011, Stena Line invested £80m in the development of a new port and terminal building at Loch Ryan Port (Cairnryan) and as such

plays an important role within the Loch Ryan area not only as the owner/operator of the UK's third largest passenger gateway at Loch Ryan Port but as one of the largest employers in the region. The 27-acre port is one of the most modern port facilities in the UK and heralded the start of a new route between Scotland and Northern Ireland, which will be serviced by two new ships, Stena Superfast VII and Stena Superfast VIII, the largest ferries ever to sail between the two countries. Stena Line has been lobbying successive Scottish Governments over recent years for road improvements in the area and while there has been some progress over the years more needs to be done if the infrastructure investments such as Loch Ryan Port are to realise their full potential which is why projects like the A77 are so important.



## Why Dual Carriageway.

## A77 Action Group

*Safer communities & More Jobs*

### Campaign Support Statements

If one looks around at other ports in the UK that have attracted significant investment to help their road accessibility, there are obvious example of this including £125m M6 Link Road at Heysham and the £500m A55 upgrade for Holyhead Port, the results have been impressive in terms of volumes, overall travel time and road safety. The concern is that over time, there is the real prospect that more and more freight trade in particular will gravitate to these and other ports at the expense of Loch Ryan if the current poor road infrastructure situation remains unresolved. Stena Line is therefore resolute in its call to have the A77 upgraded as well as consideration being given to the A75. A relatively 'low cost' improvement here could for example be the introduction of a 50mph speed limit for HGV's, similar to the project which is currently being trialed on the A9. These main arterial routes to and from Loch Ryan are crucial to the current and future well-being of the people and economy of South West Scotland.

With the completion of other major Scottish infrastructure projects, it's now time the A77 (and A75) become THE priority.



## Why Dual Carriageway.

### **Press Release by Stena Line on 23rd October 2017**

A77 Flood Closure...poor road infrastructure a threat to future growth.

Bosses at Stena Line have slammed the lack of investment in the roads to and from Cairnryan and have claimed that events over the weekend, which saw the A77 close for almost 24hrs due to severe flooding, will reoccur in the future if the current lack of investment in road improvements continues.

At 4pm on Saturday afternoon (21st Oct), Police took the decision to close the A77 due to severe flooding 2 miles south of Loch Ryan Port. As one of the main arterial routes to and from the ports of Loch Ryan and Cairnryan, the 24hrs closure caused major disruption in the area for freight and tourism traffic using the ports as well as local people living in the area.

Paul Grant, Stena Line's Trade Director (Irish Sea North) said: "Once more, our port operations have been disrupted as a result of the years of neglect of the main roads in the area so it's inevitable that during spells of bad weather with the roads unable to cope, key port facilities such as Stena Line's Loch Ryan Port are effectively are put into 'lock down' mode.

"It's quite clear from this and other incidents that the current A77 and A75 don't reflect the requirements fitting of a major

UK – Ireland travel and freight hub so I'm afraid that major disruptions and loss of trade could be a feature of life in the region until those responsible commit the necessary resources to alleviate these recurring problems.

"As the third largest port gateway in the UK, it seems incredible that Loch Ryan is still unable to attract the support and investment other UK ports have been able to secure to help them meet the increasing demands placed upon them. Incidents like the weekend put a sharp focus on the limitations of the current road infrastructure in the region and we would urge local politicians to work with us to help the people and economy of South West Scotland get the road network they now desperately deserve. Stena Line have invested approx. £250 million in its Cairnryan – Belfast route and this commitment needs to be reciprocated. Freight and travel customers need to be able to get to their markets safely and without disruptions. The peripheral and isolated nature of Cairnryan needs to be addressed as a matter of urgency."



## Why Dual Carriageway

### What is at risk?

What is at risk, the economy of the whole of the south west of Scotland.

P&O Ferries have also made significant investments with the European Highlander and European Causeway with a modern terminal at Cairnryan, and a new state of the art link span ramp at Cairnryan.

P&O is major employer in the southwest of Scotland.



Similar to Stena Line, P&O Ferries remains committed to maintaining quality ferry services between Cairnryan and Larne. They do have concerns that future volume share could be lost to other routes. This is down to poor road & rail accessibility.

## Why Dual Carriageway

### Campaign Support Statements

#### **PE1657/A P&O written submission of 7 September 2017**

P&O Ferries began operating a ferry service from Cairnryan to Larne in July 1973, following the purchase of part of the old Cairnryan Military Port at the end of the 1960's.

Since the route started, there have been significant developments with newer and better vessels introduced and better port facilities and infrastructure to enhance the customer experience.

During this period both tourist and freight traffic volumes have increased significantly while the local road infrastructure has been slow to change. Although some investment has taken place both the A77 North and the A75 South remain as mostly single carriageway 'A' class roads. The Stranraer end of both routes is the most problematic, with the section going North between Cairnryan and Ballantrae and going South between Glenluce and Newton Stewart, particularly poor. Apart from Springholm and Crocketford most towns and villages have now been bypassed

on the A75 going South, this is not the case on the A77 as the road still passes through Cairnryan, Ballantrae, Lendalfoot, Girvan, Kirkoswald, Maybole and Minishant. Maybole is a particular pinch point where delays are common when HGV traffic meets in the centre of the town.

Freight traffic is a major part of our business with a significant proportion of our weekly freight volume moving between Scotland and Northern Ireland. This is mostly retail traffic (M&S, ASDA, Tesco, Argos and numerous others) originating mostly from Retail Distribution Centres in the central belt and bound directly for stores in Northern Ireland. This is mainly 'just-in-time' traffic which is very time sensitive with tight delivery deadlines. Other non-retail traffic also uses the A77 which is not so time sensitive although deadlines are still tight and the old adage, you are only making money when the wheels are turning', still applies.



## Why Dual Carriageway

### Campaign Support Statements

We have recently closed our seasonal tourist service from Troon to Larne which has resulted in further pressure on the A77 with additional tourist traffic heading for the Lochryan Ports. Although the route ultimately proved unviable, because of the type of craft used and the cost of fuel, one of the main drivers for the Troon service was customer demand and the reluctance of customers to travel down the A77 to the ferry ports in Cairnryan.

The Lochryan Ports compete with various other ports servicing the island of Ireland most of which enjoy much better road infrastructure than we do in this part of the world. Holyhead is accessed by the A55 which is dual carriageway for its full length, Liverpool has excellent motorway connections with the M58 and M62 both major routes into the ports and access to Heysham has recently been improved with the opening of a new dual carriageway connection from the M6.

On the other side of the Irish Sea, significant improvements to the A8 means we now have a

high quality dual-carriageway link from the Port of Larne into the all-Ireland motorway network. Prior to the upgrade of the A8 an increasing number NI customers were driving south to ship out to the UK mainland via Dublin putting further pressure on the Lochryan ports. Since the opening of the A8 dual carriageway we have seen that begin to change with positive freight growth last year and further growth evident this year.

The A75 and A77 are lifelines to the Lochryan ports and carry all the tourist and freight traffic which travel via our ports. We need transport links on this side of the Irish Sea similar to what is enjoyed on the other side to retain and grow this traffic and to develop commerce and trade between Scotland and the Island of Ireland



## Why Dual Carriageway

### The hardware that forms the 'Bridge' between Scotland and Ireland Four Modern Ro-pax ferries!



#### European Highlander

Length: 162.7 m  
Beam: 23.4 m  
Height: 32,5 m  
Draught: 5.00 m  
Draft: 5.5 m  
Depth: 5,55m  
Decks: 6  
Deck clearance: 5.2m  
Ramps: 1 internal fixed  
Power: 4 x Wärtsilä 12V38 30000kwh  
Propulsion: 2 x controllable pitch propellers  
Speed: 22.5 knots (42 km/h)  
Capacity: 410 passengers  
375 cars or 107 trailers  
1,825 lane metres  
Crew: 57

#### European Causeway

Length: 156.2 m  
Beam: 23.4 m  
Height: 32,5 m  
Draught: 5.5 m  
Draft: 5.5 m  
Depth: 5,55m  
Decks: 6  
Deck clearance: 5.2m  
Ramps: 1 internal fixed  
Power: 4 x Wärtsilä 12V38 30000kwh  
Propulsion: 2 x controllable pitch propellers  
Speed: 23 knots (42.6 km/h)  
Capacity: 410 passengers  
375 cars or 107 trailers  
1,825 lane metres  
Crew: 55

#### Stena Superfast VII & VIII

Length: 203.3 m  
Beam: 25.42 m  
Deck clearance: 4.7 m, 5.2 m on central 4 lanes of the upper vehicle deck  
Power: 4 x Wärtsilä-Sulzer NSD ZA V40S main engines producing 11,500 kW each (total 46,000 kW (62,000shp)), coupled to 2 x 5.2 m KaMeWa propellers via 2 x Schelde dual input single output gearboxes 3 x MAN B&W 8L28/32H, producing a total of 1,848 kW each @ 720 rpm  
Propulsion: 2 x 5.2 m KaMeWa propellers  
3 x 925 kW KaMeWa bow thrusters  
1 x 1,350 kW stern thruster  
Speed: 20 knots - 22 knots  
Capacity: 1,200 passengers  
661 cars or 110 trailers  
1900 lane metres  
Crew: 63  
Notes: Entered Stena Line service together on 21/11/2011 operating out of new Loch Ryan Port at Cairnryan to Belfast.



## Why Dual Carriageway

### The 'Bridge' between Scotland and Ireland

#### Loch Ryan Ports

- **Two international ferry companies (Stena Line and P&O Ferries) both operating ferry services from Cairnryan to Belfast and Larne.**
- **UK's third largest passenger port gateway and major hub for freight and tourism movement.**
  - **9000 sailings per year**
  - **1.7m passengers per year**
  - **415000 cars per year**
  - **410000 freight units per year (2015)**
- **4 x large Ropax ferries operating up to 26 sailings daily, offering the market the shortest and most reliable frequent links between the United Kingdom and Ireland.**



Photo George Wellman ©



## Why Dual Carriageway

### At risk future investments?

## Stena Line have announced that the Belfast hub will get the first 4 Stena E- Flexer Ro-Pax Ferries!

From Stena RoRo Website " The order has been placed with the Chinese state-owned shipyard group AVIC International and the first ships will be delivered during 2019. The vessels will have a capacity of 3100 lane meters for freight in a drive-through configuration and will accommodate about 1000 passengers, offering a wide range of passenger services. The ships

will be designed to the Class notation "gas-ready" and prepared to be fuelled by a wide range of fuels, such as methanol and LNG. "These ships will be the most fuel efficient ships ever built of their type and we have spent the last 24 months developing this next generation of future proof and cost-effective Ro-Pax ships", says Per Westling, CEO Stena Ro-Ro and

responsible for the project within Stena. After a long period of very limited ordering of new vessels of this type Stena now goes all in with this major order of up to eight ships.

"Due to their state-of-the-art design and built-in flexibility, this class of vessels will be attractive to many operators around the world in addition to the in-house Stena Line operations", claims Per Westling.

### Capacity on North Irish Sea –NOW!

Stena Superfast VII	1900 lane-metres 110 Artics - now
Stena Superfast VIII	1900 lane-metres 110 Artics - now
P&O European Highlander	1825 lane-metres 107 Artics - now
P&O European Causeway	1825 lane-metres 107 Artics - now



### Capacity of Stena E-Flexer Ro-Pax Ferries

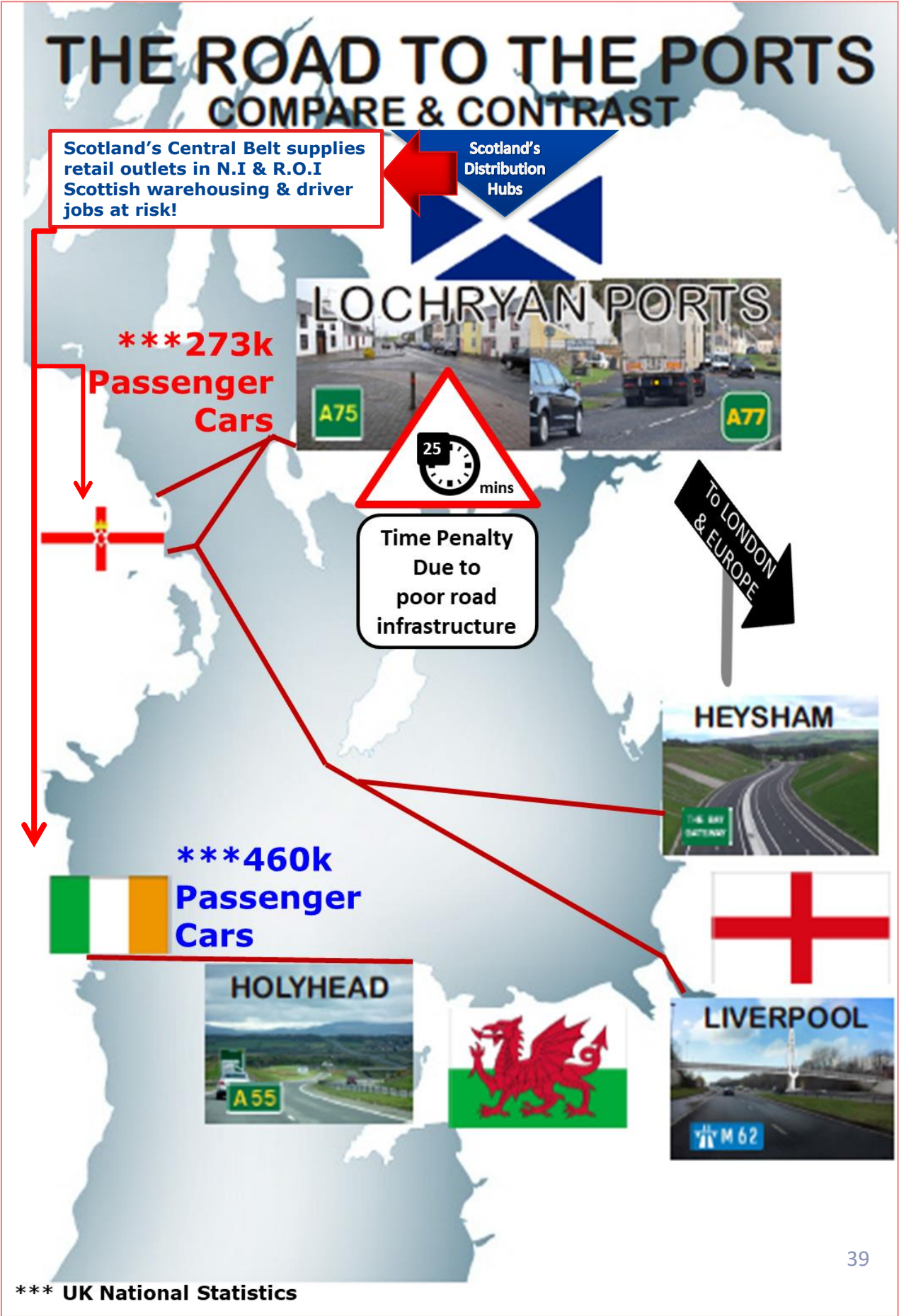
Stena E-Flexer I	3100 lane-metres 182 Artics - 2019/20 Expect to enter service on Belfast – Liverpool (No official confirmation)
Stena E-Flexer II	3100 lane-metres 182 Artics - 2019/20 Expect to enter service on Belfast – Liverpool (No official confirmation)
Stena E-Flexer III	3100 lane-metres 182 Artics - 2019/20 Hoped to enter on Belfast – Cairnryan (No official confirmation)
Stena E-Flexer IV	3100 lane-metres 182 Artics - 2019/20 Hoped to enter on Belfast – Cairnryan (No official confirmation)

## Why Dual Carriageway

Scotland's Distribution Hubs located in the Central Belt, supplies not only retail, as well as grocer stores in Scotland but those also found in Northern Ireland & the Republic of Ireland.

This boosts the competitiveness of the Scottish Warehouse over those located elsewhere.





## Why Dual Carriageway

### **Dr Daniel Goodare's written submission of 7 September 2017 - PE1657/B**

I have been asked to share my experience as a doctor working at the Galloway Community Hospital in Stranraer, with relation to the importance of the A77 road to the safety of our patients. The Galloway Hospital provides care for roughly 10000 patients per year.

We have an Accident and Emergency department which is the first port of call for patients up to 40 miles away. We do have good medical facilities here, and the hospital is staffed 24 hours by a doctor with expertise in Emergency medicine, as well as a doctor trained in Anaesthetic medicine. As such, the patients who arrive here can be expected to get access to prompt, high quality care.

Naturally, a large number of the patient's who arrive here are suffering from life threatening, serious emergencies. Most particularly, heart attacks, strokes, major trauma, and other life threatening events such as aneurysm ruptures, surgical emergencies etc.

A number of those emergencies can not be dealt with by the limited staff at this hospital. In

particular, there is no facility within our hospital, or elsewhere within Dumfries and Galloway, for emergency coronary vessel stenting. That is, the most important immediate life saving intervention for someone experiencing an serious heart attack is to have the blocked vessel in their heart opened up with a stent.

For this to happen, our patients have to be transferred as quickly as possible to The Golden Jubilee Hospital in Glasgow.



This intervention is of such great importance, and the speed at which it is done make such a difference to the realistic chances of survival of the patient, that a delay of only a few minutes can, and frequently does, make the difference between the survival, or otherwise of the patient



Why Dual Carriageway

Patient Transfer to the Centres of Excellence in Glasgow

The longer the delay, or the journey, between Stranraer and Glasgow, the more likely it is that the patient dies. If the patient is fortunate to survive, the increased delay mean a larger amount of heart muscle will be damaged, and the outcome for the patient, with regards his or her on-going health will be so much reduced, with increased risk of further events and reduced life expectancy and increased disability for our patients.

Those members of the Scottish community that live in rural areas provide a vital part of our society, an essential part of our economy, and deserve equitable access to quality healthcare. The poor quality of the road access to Glasgow, via the A77, means that for patients in our hospital catchment area, they will experience poorer health outcomes than they would if we had the same standard of high speed road access that is available to others in many parts of the country. The A77 can be seen in much the same way as the Coronary vessels that affect our sick patients.

It is tortuous, inadequate and full of blockages. And these blockages are what will, and do, lead to the early deaths of some of the people in our local area.

A dual carriageway would remove the dangerous delays, and serve to provide the lifeblood we need. There really is a reason that major roads are called 'Arterial Routes'.

Journey Times & Miles to Queen Elizabeth Hospital Glasgow.

(formerly Southern General)

Place	Time	Distance
Dalry	33mins	21.5 miles
Girvan	1hr. 19mins	55.5 miles
Stranraer	2hr. 3mins	86 miles
Drummore	2hr. 28mins	102 miles

Queen Elizabeth Hospital – Main Head trauma centre in Scotland.

A fair distance for a patient to travel as well as loved ones to visit!

*\*Information compiled by a A77 Action Group Researcher*



## Why Dual Carriageway

### A Known Landslide Location

**Glenapp near Carlock House** – Many A77 Users are concerned about a landslide on this section, or vehicles coming off the road due to the sheer drop into this once well wooded gully. Now the terrain is exposed to the elements the fears have grown.

Transport Scotland & Scotland Transerv have been carrying out further monitoring work in this area following the Action Group’s voicing of concerns over this location.



Photo by Andy Muir©

A77 Carlock Hill (GA7)	2019/2020	Erosion control system and road patching carried out in Oct/Nov 2015.
A77 Carlock Wall (GA8)	2017/2018	Ground investigations finished. Design of improvement options continues.
A77 Carlock Wall Rock Face (GA15)	2018/2019	Engineering design is on-going.

## Why Dual Carriageway

**A77T Landslides** from Transport Scotland's own website –  
Under South West Landslide Action Plan

Scheme location / Name	Delivery dates for improvement works	What we are currently doing / Further details
A77 Cairnryan (GA14)	2017/2018 (lower slope) and 2018/2019 (upper slope)	Ground Investigations were finished in April 2017 and the design of the lower slope is underway. TS will carry out a programme of stakeholder engagement during summer 2017 to give further updates to local community groups on this scheme.
A77 Carlock Hill (GA7)	2019/2020	Erosion control system and road patching carried out in Oct/Nov 2015.
A77 Carlock Wall (GA8)	2017/2018	Ground investigations finished. Design of improvement options continues.
A77 Carlock Wall Rock Face (GA15)	2018/2019	Engineering design is on-going.
A77 Glengall (GA9)	2018/2019	Survey pins were installed in November 2016 – monitoring has started. Further ground investigation to be carried out.
A77 Bennane (GA6)	To be programmed	Monitoring of the slope is on-going.
A77 Drumbo Kennels and Mark Church	2018/2019	Ongoing monitoring. Investigation and design of improvements are underway.

## Why Dual Carriageway

### Marchburn Landslide

At Cairnryan is otherwise known to Transport Scotland as G14 – A77 Action Group welcomes the works now being carried out at this location. Which started on the 30th October 2017 and have been scheduled to complete end February 2018. It's been a long time coming.

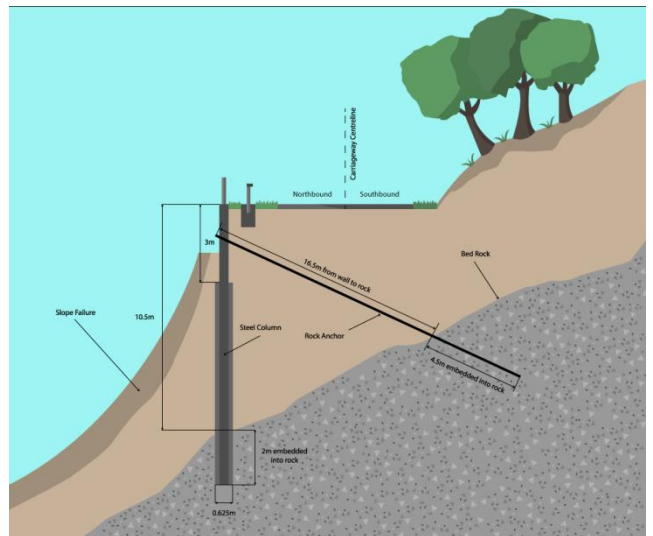
A77 Marchburn Landslip is nearly four years in existence, the only thing that seems to be permanent is the traffic lights – as traffic cannot meet at this point without the fear of road collapse down into the sea. As the diagram highlights that pressures of a vehicle passing close the area that has slip could destabilise the whole bank.

A closed diversion would be via the A713, via Castle Douglas to Ayr or the short one via Girvan to Newton Stewart on the A714.

**21<sup>st</sup> March 2018. Saw the**



**Restoration of the landslip at Marchburn and two way traffic over the site. Which was challenging for contractor. We are pleased with this and hope never to see the like again on A77T.**



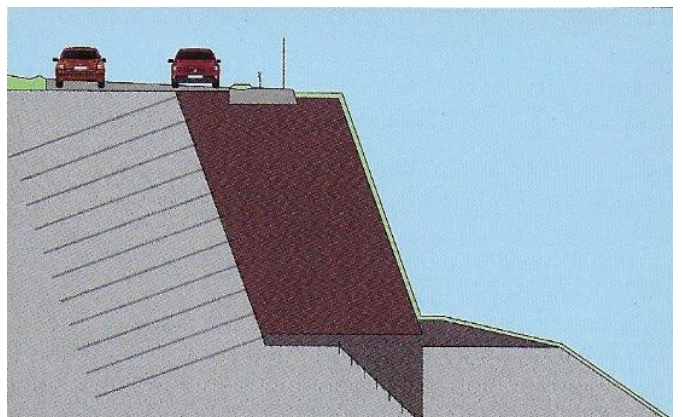
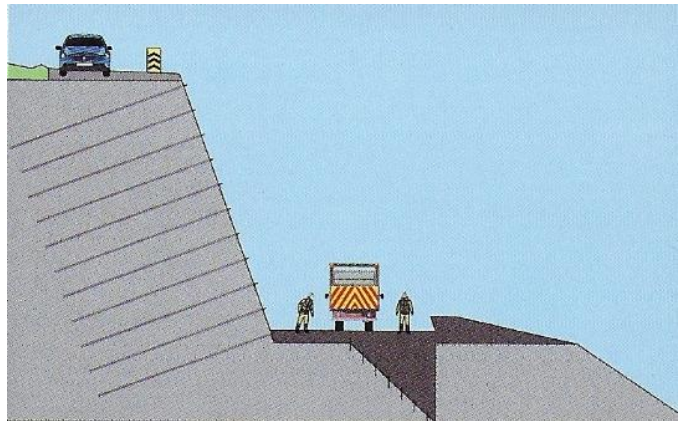
## Carlock Wall, Glenapp near Carlock House



This section has been a concern of the group for some time. Due to the potential for a landslip cutting the town of Stranraer off from its road connection north, together with the impact this would have on ferry travel. We seen this as another 'Marchburn' in the waiting, so lobbied hard for these works.



Transport Scotland are in the midst of a project that will significantly reduce the risk of slippage, by excavating the steep embankment and removing the existing wall beneath it. Then rebuilding it with the view to stabilise the ground to install a new safety barrier and environmental noise barrier.



## Why Dual Carriageway

A77 between Girvan and Lendalfoot at Kennedy's pass.

A landslip occurred at approximately 07:58 on Saturday 4th February 2017.

The landslip is adjacent to the southbound carriageway where, due to heavy rainfall, slipped material encroached onto the A77 trunk road. This impacted the trunk road by closing the southbound lane.

Temporary traffic lights were installed at 10:10 to maintain the flow of traffic through this area to minimize disruption to the travelling public. A temporary barrier system was installed at 19:30 to prevent the possibility of further loose material falling onto the trunk road, protect road users and allow the A77 to remain open.

Geotechnical investigations are on-going to identify, as quickly as possible, the required remedial works to allow the

removal of the temporary traffic lights and barrier system.

Scotland TranServ engineers are also regularly monitoring the site to ensure it remains safe for the travelling public.

This one doesn't seem to be a part of the Transport Scotland South West Landslide Action Plan

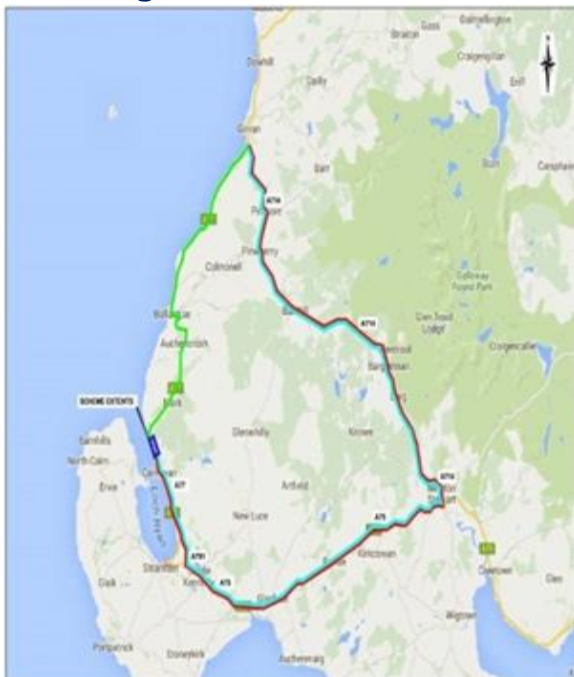
However, Transport Scotland and Scotland Transerv have this particular problem resolved for now.

Having had communication with the landowner, a Mr. Melville he has spoke to the group about drains in the area that Transerv should have been maintaining but not doing that necessary work.



**Road repair works from Drummuckloch to Beoch was never mentioned during the “Flooding Incident” the**

However it was taking Ferry Travellers and Staff up to 2 hours 15 minutes to make this extended journey. Hopping onto the ferries it will take around the same time to do the crossing to Ireland.



**Photo by Roxy Raff ©**

**22 October at 12:02 .**

### Retweeted Traffic Scotland (@trafficscotland):


**\*UPDATE\***

**#A77 will remained  
CLOSED ⊖ Cairnryan to  
Stranraer  
Flooding has cleared  
however there is damage on  
the carriageway**


**@ScotTranserv**  
**<https://t.co/VX5pBlm38C>**


When Stena wanted to relocate, The Drummuckloch to Innermessan Project was on the table. It was advanced far enough for the compulsory purchases orders on the acquiring the land to have gone out. This was then cancelled, in favor of other improvements elsewhere. If the works had gone ahead then this particular incident would have been a non-event in the view of A77 Action Group. The improvement that had been planned would have meant that the road would have sat much higher



than the water course that is near by. It also would make "Operation Stack" much easier operation, when ferry services are suspended. Whilst keeping access to the ports and Cairnryan Village and the rest of the A77 to the north connected.











### Your Views

If you wish to support or comment on the scheme, you should write to Transport Scotland at the address below:

**Scott Noble**  
Transport Scotland  
Major Transport Infrastructure Projects  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF

### Further Information

The next stage in the scheme is to publish the draft Side Roads Orders and draft Compulsory Purchase Orders. Copies of the draft Orders will be issued to landowners and tenants directly affected by the draft Orders. Copies of draft Orders will be also be available for inspection free of charge during normal office hours at the following locations:

- Transport Scotland, Floor 5, Buchanan House, 58 Port Dundas Street, Glasgow, G4 0HF
- Customer Service Centre, Dumfries & Galloway Council, Council Offices, Sun St, Braemar, G66 1JZ
- Stranraer Library, North Strand Street, Stranraer DG9 7LD

## A77 Drummuckloch to Innermessan Improvement

Public Exhibition September 2009

### Introduction

Transport Scotland propose a scheme to improve the A77 for 2.5km to the south of Cairnryan. This brochure describes the scheme, summarises its main effects, and provides details of the statutory procedures that must be followed before the scheme can be built.

Or viewed at [www.transportscotland.gov.uk](http://www.transportscotland.gov.uk)

## What Happens Next

Subject to draft publication and confirmation of the Orders, construction will commence in Autumn 2010 at the earliest, with a construction period of around a year. However, depending on the nature and number of objections received, a Public Local Inquiry into the draft Orders may be held before an independent

If a Public Local Inquiry is held, then everyone who has supported, objected to, or made other representations about the draft Orders will be informed as to the date and venue.



## THE NEED FOR THE SCHEME

In 1997, the then Scottish Office commissioned a Route Action Plan Study of the A77. This study looked at ways to improve the performance of the route by providing overtaking opportunities, thereby reducing platoons of traffic, driver frustration and accidents. A finding of the study was that a road configuration known as wide single carriageway two plus one (WS2+1) could provide benefits. The road is marked into 3 lanes, with 2 lanes in one direction and 1 in the other. The two streams of traffic are separated by a 10 m wide median banding by solid white line.

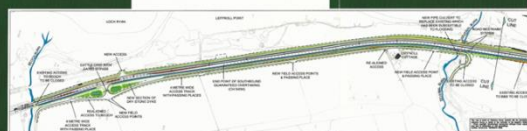
The proposed scheme will improve the operational performance of the A77 by providing dedicated southbound overtaking opportunities and adopting safer junction formats to serve the private accesses.

### Current Conditions

- Sub-standard visibility from and on approach to existing private accesses.
- No right turn facilities at the existing private accesses.
- Existing verges are of sub-standard width.
- Poor configuration of junctions.
- There are currently 9 locations within the scheme limits where vehicles can make manoeuvres on and off the Trunk Road.
- Limited overtaking opportunities.



### A77 Drummuckloch to Innermessen Improvement



### The Scheme

- Construction of 2.5km of online improvements.
- Carriageway to generally comprise WS2+1, 11.5m wide, with hard shoulders and variable wheel verges.
- WS2+1 carriageways provide dedicated overtaking opportunities. The road is marked into 3 lanes with 2 southbound lanes and 1 northbound lane. The two streams of traffic are separated by a 5m wide strip with surfacing bounded by white edge lines. The northbound overtaking will be prohibited within the WS2+1 section.
- Resignment improvements to A77 Trunk Road.
- Provision of 1006m of dedicated southbound overtaking.
- All existing direct accesses onto the Trunk Road within the roadwork extents will be closed and rationalised with new junctions.
- Construction of new access track to properties.
- New cycleways/footways between Camperley Village and Beach Bridge.
- Improved surface water drainage.

### Safety Improvements

- Right turn facilities are to be provided in the northbound direction at the access for Beach Farm and Liffell Cottage and at the access to the existing Gateway S&M, Rotunda, and the Beach Farm Drummuckhof Farm. Right turn facilities are to be provided in the southbound direction at the new access to Liffell Point.
- Closure of existing substandard private accesses along the A77.
- The scheme will remove all direct field accesses from the southbound trunk Road carriageway, thus reducing the number of locations where vehicles can make manoeuvres on and off the A77.
- The scheme is to be constructed to current road design standards.
- The scheme has been subject to an independent Road Safety Audit.
- A dedicated overtaking section will be provided in the southbound direction.

## Environment

- There will be a loss of agricultural land although this has been kept to a minimum by utilising online improvements where possible.
- The scheme offers the opportunity to incorporate a sustainable drainage system that will control the flow of surface water and reduce the risk of pollution to adjacent land.
- Landscaping will be introduced with a view to increasing the visual amenity and biodiversity.
- Construction works are to be programmed to minimise the effects on local ecology.

### Effects of Scheme

- An extensive assessment of the potential environmental, engineering, traffic and economic effects of the scheme has been undertaken and no significant impacts have been

### Integration

- The proposals are consistent with local and national policies to improve the A77 and with other planning policies.

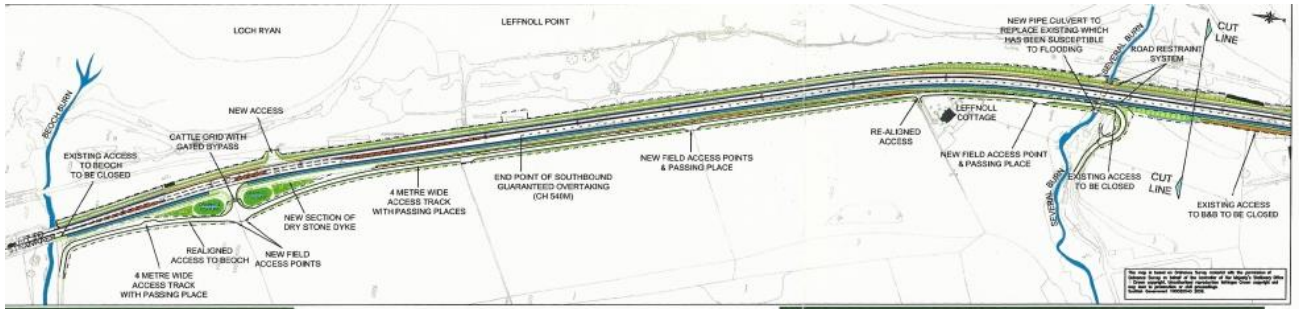
### Accessibility

- Access to land and properties adjacent to the A77 will be provided via new junctions serving new surfaced access tracks.
- Direct field accesses on the A77 will be removed and replaced with access tracks taken from new junctions onto the A77.
- A new shared cycleway/tobway will be constructed between Cairnryan Village and Beech Bridge to the west of the A77.



## Why Dual Carriageway

*Safer communities & More Jobs*

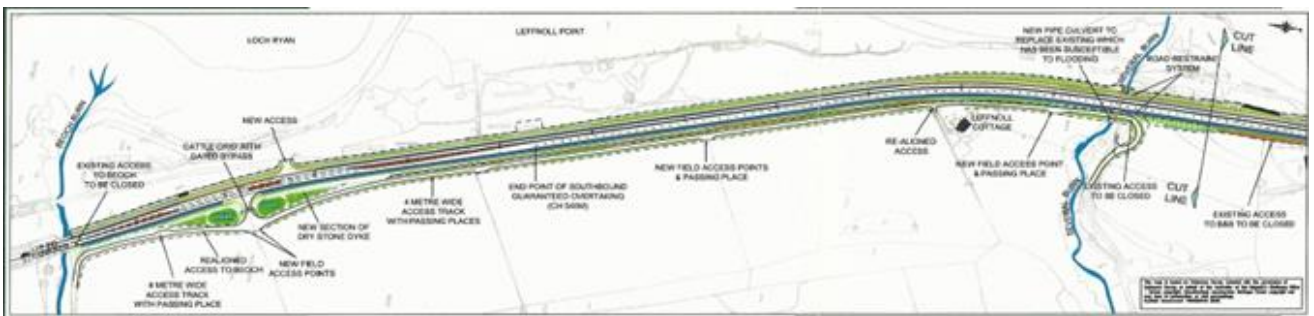


The Improvement got down to the compulsory purchase orders going to the landowners.

another flooding incident where the local fire brigade got stuck in the flood water. This was in 2000.

This scheme would have prevented the latest flood closure. It was brought about by

The RNLI Inshore Lifeboat attended to save the firefighters.



## Why Dual Carriageway

Less than twenty four hours before the major flooding on the A77 near Drummuckloch, a house fire in the older part of the village has sparked concerns about the response rates if fire appliances can't get there quickly. Aid would have to come from South Ayrshire, Colmonell, Girvan, Maybole having retained fire fighters with Ayr being the full time station.

### House fire highlights flooded A77 road danger

THE DANGERS of flood-prone roads have been raised by a Cairnryan woman who saw a neighbouring property gutted by fire just before the A77 was closed to traffic in October.

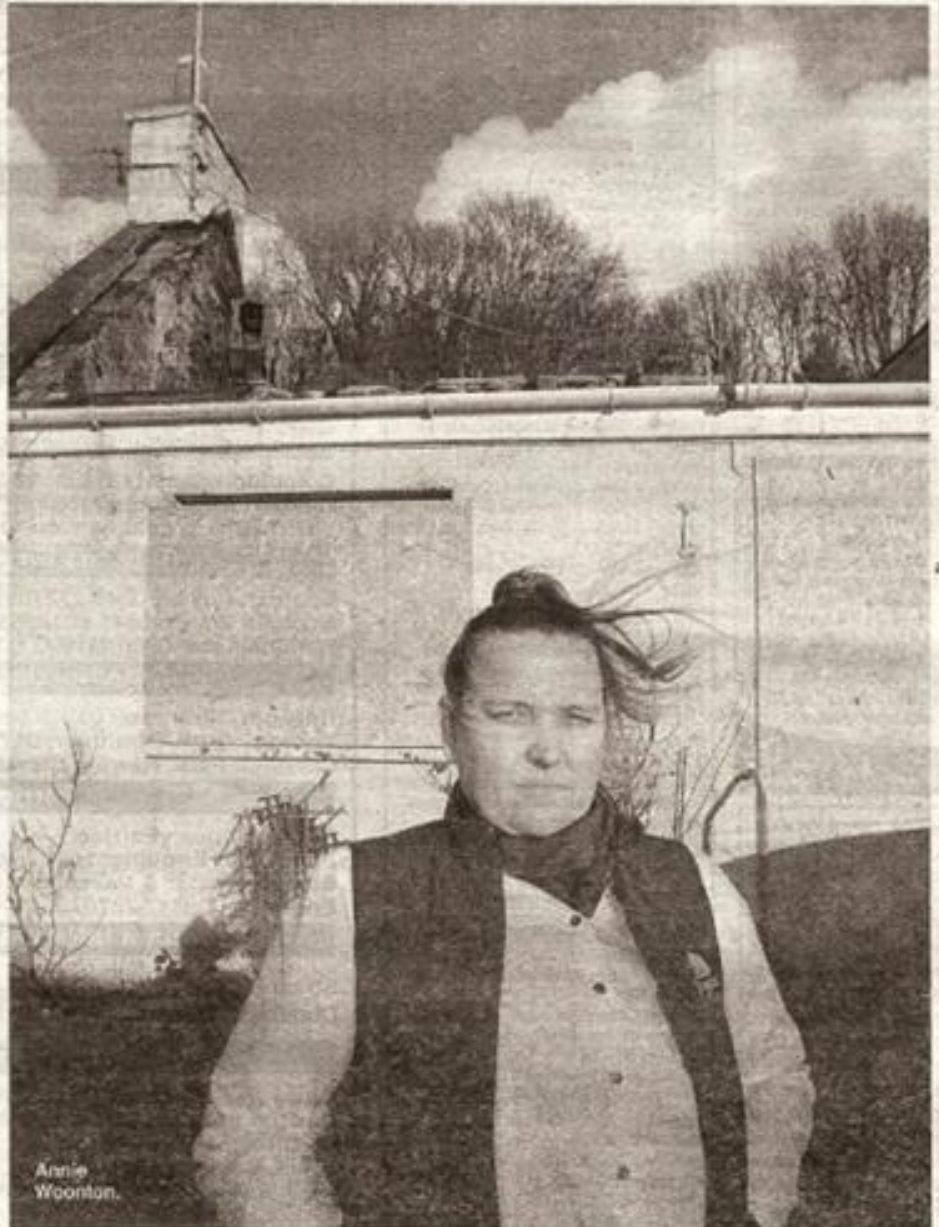
The fire, at the far end of the village, took hold in the early hours of the morning on Saturday October 21, in an empty property two doors down from Annie Wootton.

She was woken by a passer-by at about 5.30am and a fire crew arrived promptly - but Mrs Wootton said that just a few hours' difference could have made the situation much more dangerous, as by late afternoon that day the road was closed.

Severe flooding, caused by the wind and torrential rain of Storm Brian, caused the A77 just south of the ferry port to be closed by Saturday afternoon.

The vital trunk road remained shut for 24 hours, cutting off the direct route to Stranraer, which the fire engine would have used.

Mrs Wootton said: "The worrying side of it is, what if it had happened when the roads had shut? How would anybody have got to us?"



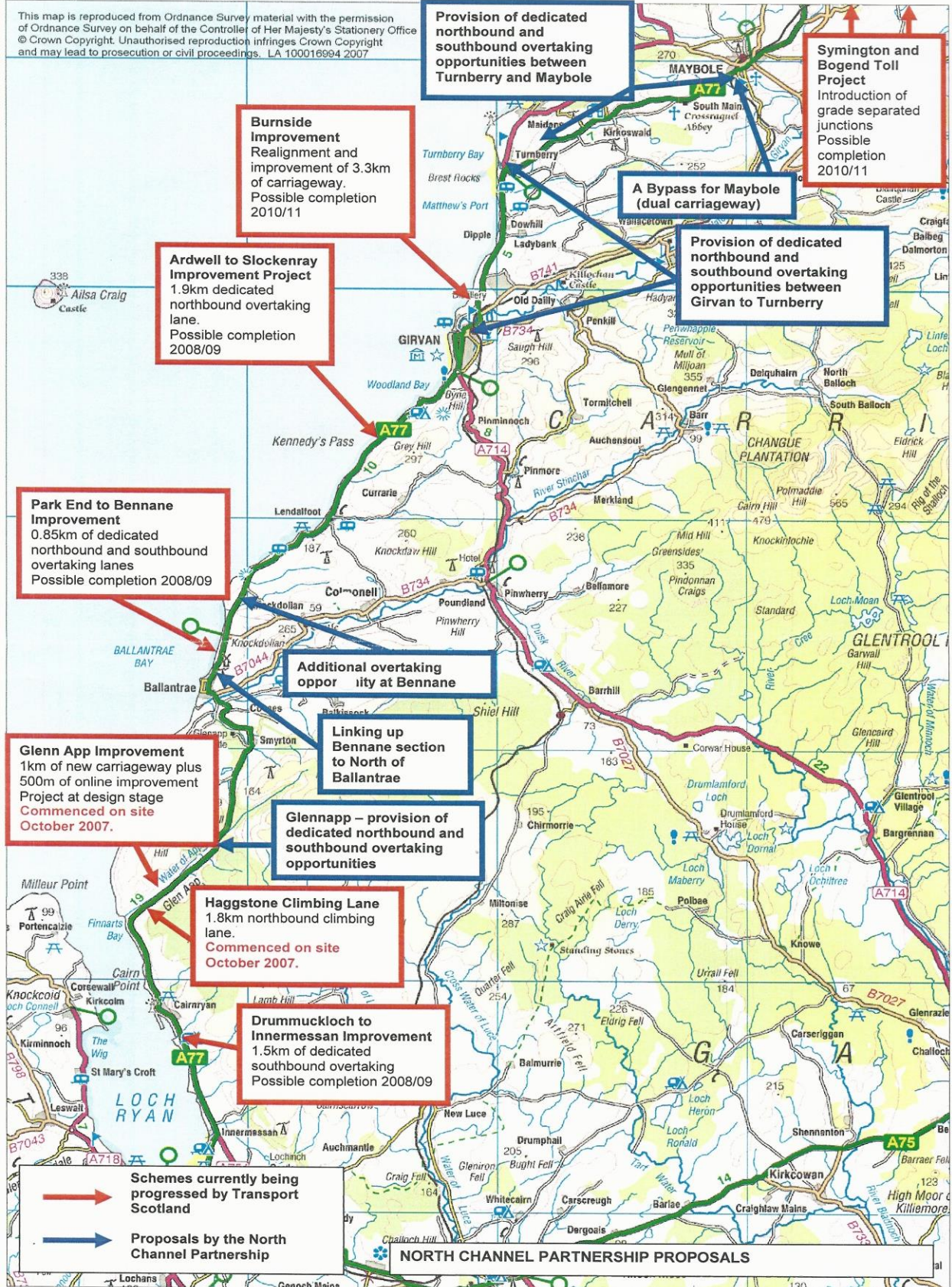
Annie Wootton.

This is of even more concern given the positioning of the two ferry terminals. With the need of emergency services.

## Why Dual Carriageway

*Safer communities & More Jobs*

## A77 Completed & North Channel Partnership



## Why Dual Carriageway

### A77 Completed & North Channel Partnership

North Channel Partnership, made up of South Ayrshire, Dumfries & Galloway Councils, the two ferry companies and stakeholders from N. Ireland. Working with Transport Scotland.

#### **Completed Schemes**

1. Haggstone Climbing Lane, 1.8kilometres northbound climbing lane.
2. Glenapp Improvement - 1km of new carriageway. Giving 500metres of online improvement
3. Park End to Bennane, 850metres of dedicated northbound & southbound overtaking lanes.

#### **Not Completed Schemes**

1. Drummuckloch to Innermessan Improvement 1.5kilometres of dedicated southbound overtaking.
2. Ardwell to Slockenray Improvement Project, 1.9kilometres dedicated northbound overtaking lane.
3. Burnside Improvement. Realignment and Improvement of 3.3kilometres of carriageway.

#### **North Channel Proposals on A77**

1. Maybole Bypass – Dual Carriageway.
2. Maybole & Turnberry. Dedicated overtaking both North & Southbound.
3. Turnberry & Girvan – Dedicated overtaking in either direction.
4. Additional overtaking at Bennane as southbound has been removed after Park End to Bennane was built.
5. Ballantrae to Glenapp with more dedicated overtaking in both directions.

## Our Top Priorities

### INTRODUCTION

If we are to realise the full potential of south west Scotland, investment in transport links between Stranraer and the Cairnryan ports to the central belt must be seen as an absolute priority by the Scottish Government. The fact that the rail network does not provide for the Cairnryan ports, means that the A77 is the only realistic way of transporting freight from Scotland's heart to and from the island of Ireland.

Regrettably however, this arterial route has been and continues to be neglected, both in terms of its physical condition and, importantly, the fact that journey times are being compromised because of the tortuous route the road takes through many of our towns and villages. Having to suffer longer journey times is clearly bad for business, but let's not forget about those who reside in our roadside settlements, they suffer too! The fact is, because HGV's have to crawl through our villages and towns, pollution in the form of small particulates is unavoidable, as is the ill-health of those of our citizens exposed to it on a daily basis.

Whilst successive Scottish Government's, and indeed, the British Government prior to devolution may have recognised the strategic importance of the southwest, none was bold enough to make the necessary investment needed to enable Stranraer and its environs to compete with the rest of Scotland on an even playing field; that must change!

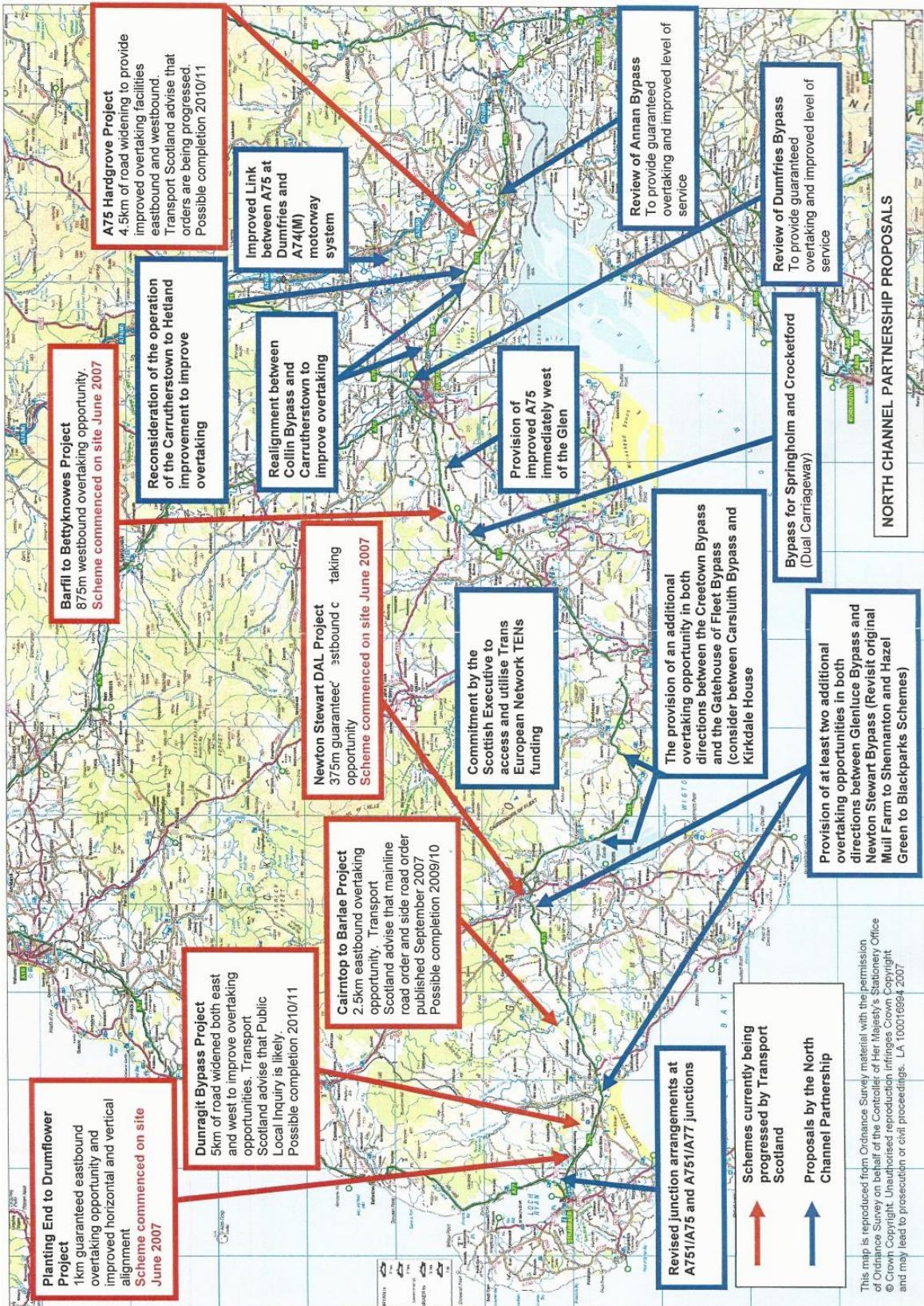
The A77 action Group is about trying to change that blinkered view of the south west, in particular, by persuading the Scottish government to commit resources to the area. In so doing, business's large and small will increasingly be attracted to this newly rejuvenated and strategically important corner of Scotland. We are not trying to effect change for change sake, our mission is to deliver a better quality of life for all, those already in situ and those who have yet to realise the benefits of living and working in south west Scotland. But in order for our aspirations to come to fruition, we need to make targeted improvements to the length of the A77 south of Ayr, notably ten locations which require immediate investment:-

1. Cairnryan – North to Ballantrae (Park End)
2. Lendalfoot Bypass
3. Slockenray to Ardwell
4. Turnberry & Kirkoswald Bypass
5. Ayr Bypass II – (including Minishant)
6. Girvan Bypass
7. Cairnryan – South to Innermessan
8. Girvan to Turnberry
9. Kirkoswald to Maybole
10. Cairnryan Bypass

**These are not in any particular order of preference**

## Why Dual Carriageway

## A75 Completed & North Channel Partnership



## Why Dual Carriageway

### A75 Completed & North Channel Partnership

#### Completed Schemes

1. Planting End to Drumflower 1km eastbound overtaking.
2. Dunragit Bypass 5km of widened road with both east & westbound overtaking,
3. Cairntop to Barlae, 2.5km eastbound overtaking, a much less westbound overtaking.
4. Newton Stewart DAL, 375m westbound overtaking.
5. Barfil to Bettyknowes, 875m westbound overtaking.
6. Hardgrove Project, 4.5km of road widening to provide safe overtaking in east & west bound directions.

#### Not Completed Schemes

1. All Agreed Schemes Completed North Channel Proposals on A75 with Transport Scotland.

#### North Channel Proposals on A75

1. A751 junction revisions with both A75 & A77.
2. Glenluce Bypass to Newton Stewart Bypass – revisit Mull Farm to Shennanton, and Hazel Green to Blackparks providing realignments and overtaking opportunities in either direction.
3. Provide additional overtaking in both directions between Creetown Bypass and Gatehouse of Fleet Bypass with possible improvements to Carsluith Bypass and near Kirkdale House.
4. Springholm & Crocketford bypass – built to dual carriageway
5. Improvements west of the Glen at Dumfries around Shawhead turn off.
6. Review Dumfries Bypass – with dedicated overtaking to improve the level of service. Ideally a southern bypass of a dual carriageway construction.
7. Realignment between Collin Bypass & Hetland and Carrutherstown to improve overtaking in both directions.
8. Annan Bypass, giving dedicated safe overtaking.
9. Or Instead of 7 & 8 find an alternative route to link Dumfries to the M75/M6 via Lochmaben to Lockerbie.

# DUAL THE A75

## We Deserve A Better A75

### Top 10 Priorities

#### INTRODUCTION

If we are to realise the full potential of south west Scotland, investment in transport links between Stranraer and the Cairnryan ports to the east of the region must be seen as an absolute priority by the Scottish Government. The fact that there is no rail network does not the Cairnryan ports or Stranraer for that matter to the east, the only means is the A75 is the only realistic way of accessing the east and south of the country by the M6/M74 from and the island of Ireland. The North Channel routes being second to the English Channel in terms of tonnage of freight carried.

Regrettably however, this arterial route has been and continues to be neglected, both in terms of it's physical condition and, importantly, the fact that journey times are being compromised because of the tortuous route the road takes through two villages. Having to suffer longer journey times is clearly bad for business, but let's not forget about those who reside in our roadside settlements, they suffer too! The fact is, because HGV's have to crawl through these two villages and negotiate the typography of A75 snaking across the south west of Scotland, pollution in the form of small particulates is unavoidable, as is the ill-health of those of our citizens exposed to it on a daily basis. Give the road with better typography that would offer better efficiencies for all fuel types but particularly EV. With the onset of electric vehicles, a more level, straighter road would make for longer travelling distances which would improve existing vehicle's fuel efficiency. It may also have the added benefit of reducing 'range anxiety' in EV type vehicles.

Whilst successive Scottish Government's, and indeed, the British Government prior to devolution may have recognised the strategic importance of the southwest, none was bold enough to make the necessary investment needed to enable Stranraer and its environs to compete with the rest of Scotland on an even playing field; that must change!

The Dual the A75 is about trying to change that blinkered view of the south west, in particular, by persuading the Scottish government to commit resources to the area. In so doing, business's large and small will increasingly be attracted to this newly rejuvenated and strategically important corner of Scotland.

We are not trying to effect change for change sake, our mission is to deliver a better quality of life for all, those already in situ and those who have yet to realise the benefits of living and working in south west Scotland. But in order for our aspirations to come to fruition, we need to make targeted improvements to the length of the A75 stretching right across the South West, notably ten locations which require immediate investment:-

1. Springholm Bypass
2. Crocketford Bypass
3. Barlae to Newton Stewart
4. Dumfries Bypass II (Southern Bypass)
5. Newton Stewart to Gatehouse of Fleet
6. Collin Bypass to Hardgrove
7. Hardgrove to Annan
8. Annan to Gretna
9. Gatehouse of Fleet to Castle Douglas
10. Castle Douglas to Springholm

**These are not in any particular order of preference**

Why Dual Carriageway

Whilst single carriageway with safe dedicated overtaking can give 85% an improvement in journey time, over dual carriageway as 60mph is 85% of 70mph that is only for cars & motorcyclists.

Not for HGV as in Scotland they remain limited to 40mph on these roads, they rise to 50mph only on dual carriageway. However, if an one HGV starts to overtake another HGV on the dedicated none of the cars behind get the benefit. On dual carriageway they would continue to get the opportunity to pass the slower vehicles.

Given that Scotland already treats commercial heavy goods vehicles punitively on our trunk roads then this is why the routes to and from the Loch Ryan Ferry Hub need to be dual carriageway. Like they are elsewhere.

So that a journey time relatability less fluctuating. Giving some parity at the same level as found in England & Wales on their trunk single carriageways.

Businesses in Scotland face the same competitive pressures as others in the United Kingdom. So it would appear to be unfair on businesses in Scotland, or who have an effect on the Scottish Economy due to the poor infrastructure.

National speed limits

Type of vehicle	Built-up areas mph (km/h)	Single carriageways mph (km/h)	Dual carriageways mph (km/h)	Motorways mph (km/h)
Goods vehicles (more than 7.5 tonnes maximum laden weight) in England and Wales	30 (48)	50 (80)	60 (96)	60 (96)
Goods vehicles (more than 7.5 tonnes maximum laden weight) in Scotland	30 (48)	40 (64)	50 (80)	60 (96)

## Map of Scotland with A77

### Major redevelopments

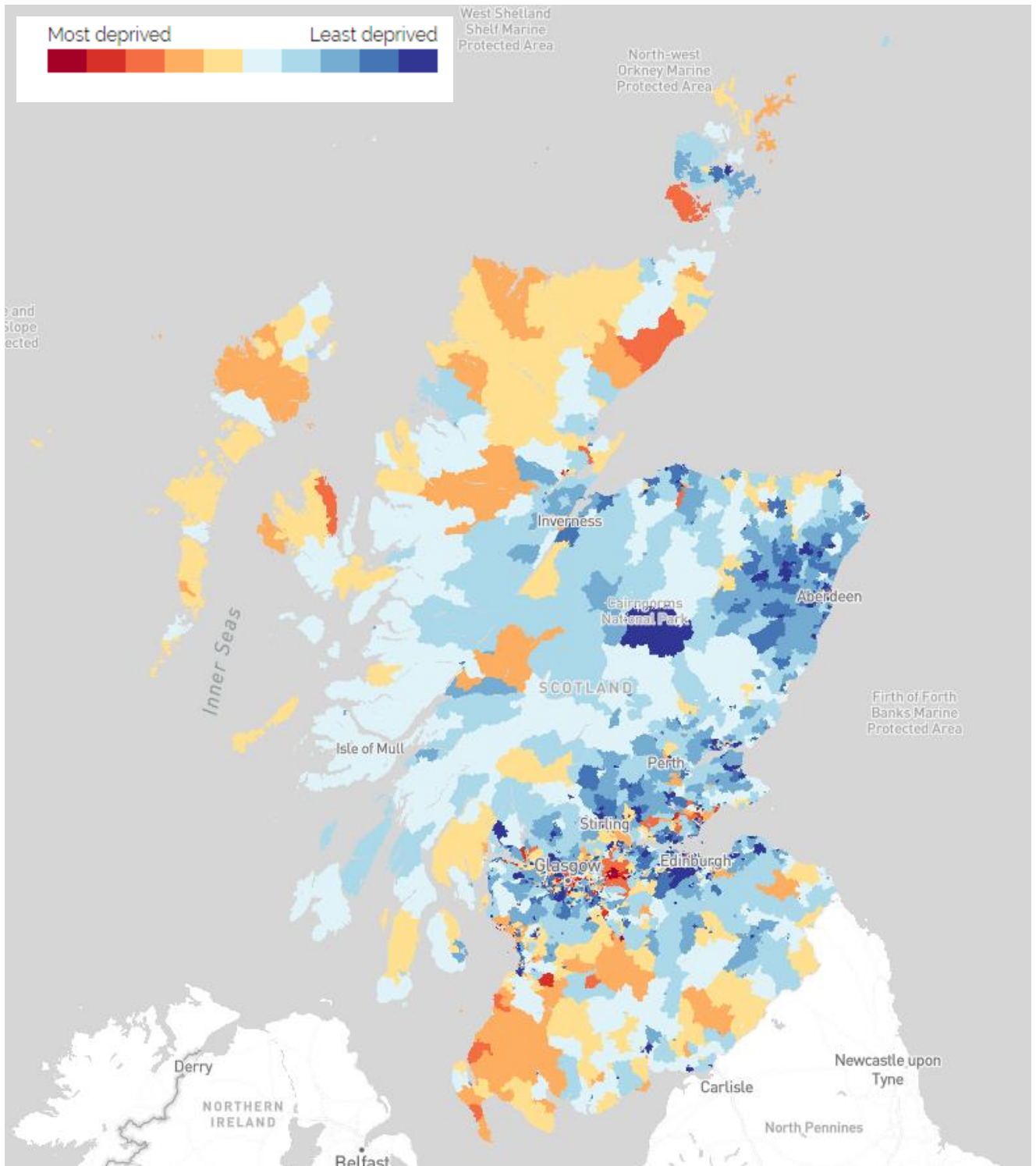
In the past, present and immediate future

A9, A90, A96, M90,  
M73, M74, M8, M80,  
M9, A737.

With very little spent on  
A75, A76, A77  
in comparison.



### Scottish Index of Multiple Deprivation (SIMD) 2016



The very South West corner of Scotland like the very far North and Islands have the same levels of deprivation. It is very enlightening if this map of Scotland is viewed with where the past and current road building is taking place. They seem to have more blue.

## Why Dual Carriageway

Stena Line and P&O Ferries has invested heavily in the region but this investment has not been able to reach its full potential due to this ongoing issue of lack of road improvements.



Freight and passenger flows have been impacted negatively and as other regions scale up their port accessibility (eg, M6 Link Road, Heysham £125m, Wales A55 £0.5b), Loch Ryan will have to deal with increased competition if this issue is not addressed



Some improvements have been made in recent years but there is a lack of sustained commitment and investment in this key area from Government. Strategically place overtaking sections only move a inherent problem along the road. Dual Carriageway would take it away!





## Road Closures are a major problem on A75 & A77.

It's no joke, from April 1<sup>st</sup> 2017 to July 26<sup>th</sup> 2020

A77 was closed 204 times with diversions in place. Usually onto the rural roads that was never design to cope with these type of traffic.

28 were down to incidents or accidents but 176 times was to allow maintenance to be carried out.

To bring it into context with a similarly busy trunk road over the same time the A75 was closed 48 times with diversions in place, 15 were for incidents/accidents, and only 33 times was for maintenance to be carried out. As we said this is no joke!



## Why Dual Carriageway

### Challenges facing the Real South West of Scotland

1. Poor Infrastructure in both Road & Rail connections but having the 3rd largest Passenger ferry gateway & freight hub. With massive competition from other routes that are served better by road and rail infrastructure.

2. Political and economic uncertainty particular in the areas of Agriculture & Food production, and tourism. Brexit. There for need to retain the £1bn worth of Scottish good and services exported to Northern Ireland & The Republic of Ireland in 2015 via the A77. And a similar amount imported the other way, with an aim to improve this figure.

3. Reduce the decline in population as young people are moving away to find work in areas with better Infrastructure.

4. Give initiatives like Ayrshire Growth Deal and the similar Borderlands Growth Deals the best chance to make a lasting impact on economy of the South West of Scotland.

The road infrastructure to and from The Loch Ryan Ports at Cairnryan are not in keeping with the UK's third largest passenger port gateway and Scotland's busiest. This is why making A77T from Whitlett's Roundabout at Ayr to the Loch Ryan Ports dual carriageway is so important not only to the South West of Scotland but the Whole of Scotland economy.

To live here, is like being in a Triangle of Doom & Gloom. We feel that we are forgotten, often ignored. When we should be feeling that we live in the corner of Scotland with the most potential.



## Conclusion

South West Scotland needs a fit for purpose road infrastructure in order to sustain and grow within the greater community of Scotland, the United Kingdom and within whatever relationship it has with Europe.

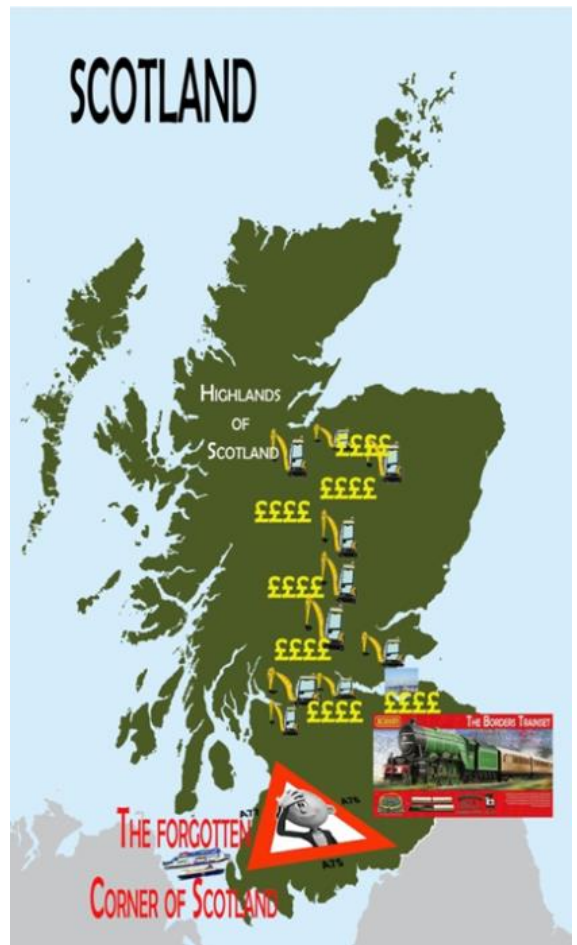
The A77 Action Group is not alone in holding these opinions, as many people use the A77 every single day for work, or for social and domestic purposes, and have supported this campaign. Many have also commented on the petition.

The A77 is long overdue an upgrade of this scale south of Ayr. Not only with bypasses for the affected communities but also that there are sections that are prone to landslips. These landslips seem to take years to fix, when similar situations elsewhere are solved very quickly in comparison, such as the A9 Perth to Pitlochry in August 2004, A83 Rest and Be Thankful, A82 Spean Bridge to Invergarry.

There would be huge financial benefits to both South Ayrshire and Dumfries & Galloway, not only for the economy and tourism possibilities, but also a

fantastic chance to increase commerce between Scotland and Northern Ireland.

A boost to the economy of this forgotten corner of Scotland is way long overdue. This could be achieved fairly easily. Taking all expenditure on Trunk Road Projects that have been committed to shaving a percentage off. Doesn't have to be much, extend the completion time on current projects by two or three years and a much more benefit to Scotland's Economy Outlook.



## **Special thanks to the following contributors & sources**

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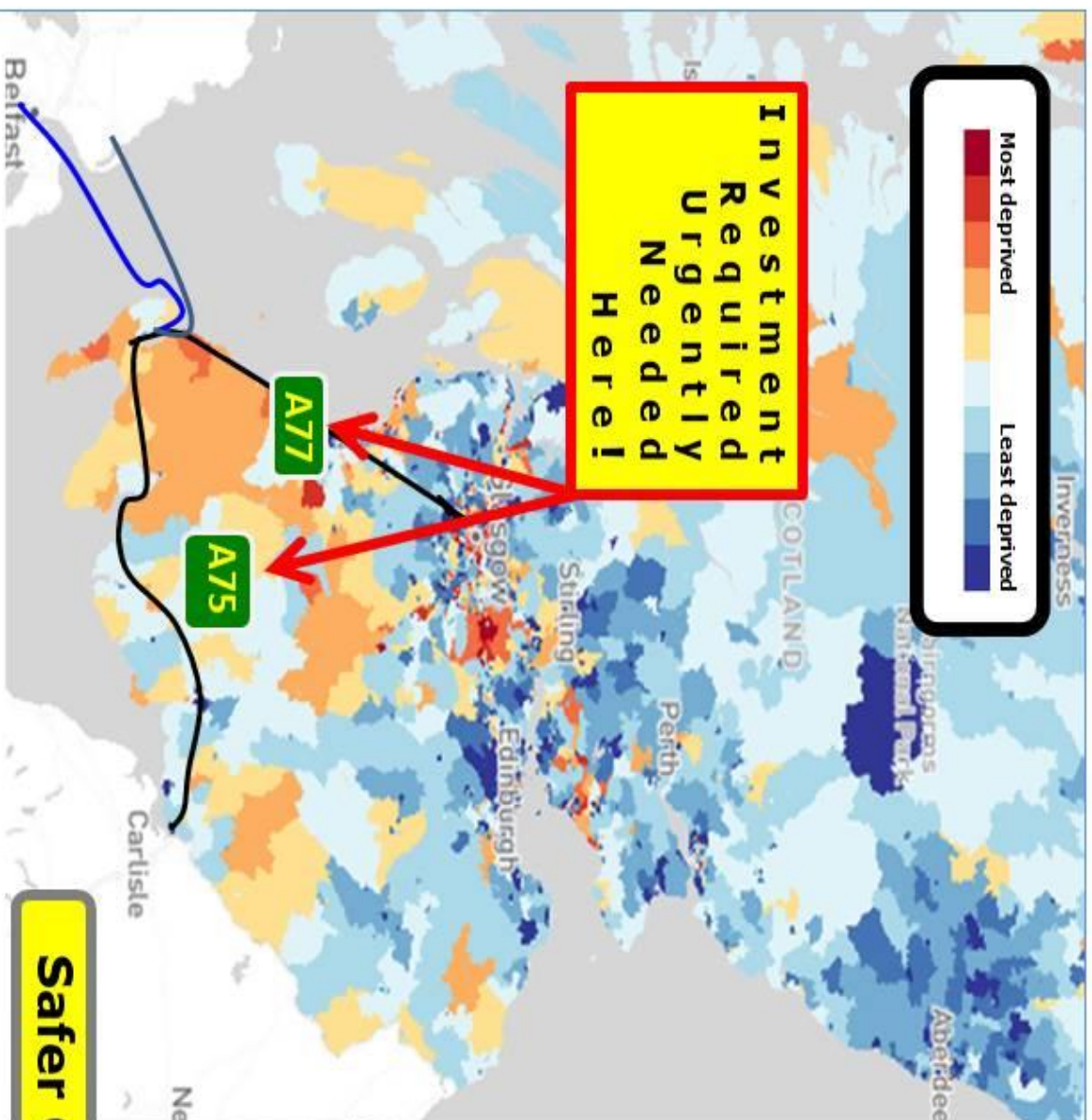
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# A77 Action Group - Did you know!



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