

A77 Action Group

Presentation of further evidence

We are a lobbying group

Our objective is to have 'Significant improvements on the A77(T)'.

By Significant improvements

We mean an upgrade to dual carriageway from Ayr's Whitlett's Roundabout south towards the ferry ports located at Cairnryan.

How the south bound ferry traffic gets routed onto the A75 via the A751.

Other aims

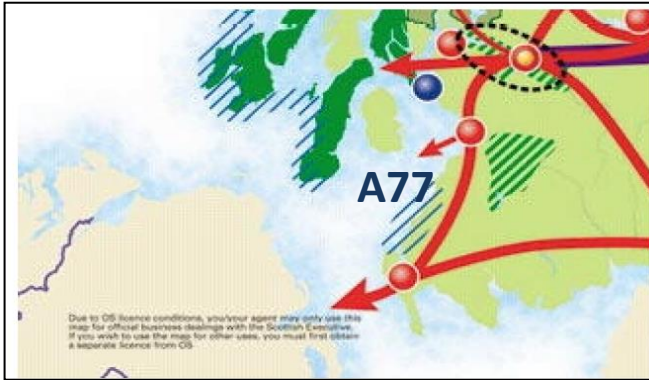
To have the speed limit from Symington to Bogend Toll returned to 70 mph from the current limit of 50mph. Which was put in place prior to the safety works carried out under the £77m budget spend on A75 & A77 in 2008.

Have the major failures such Marchburn and Kennedy's Pass landslips repaired quickly like they are elsewhere in Scotland. Encourage better consultation on road improvements and planned maintenance right along the A77 Corridor.

National Planning Framework Strategy Map

Glasgow

Edinburgh



Belfast



Dublin

MAP 22 STRATEGY

- Cities
- International gateways
- Deep water opportunity
- National Parks
- Economic diversification and environmental stewardship
- HIE Fragile Areas
- Improving quality
- Marine energy potential
- Areas for co-ordinated action
- Key corridors
- Strategic routes

Background to the petition

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 N. Ireland or The Republic of Ireland in 2015. 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.

Background to the petition (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.



Background to the petition (Continued)

Maybole Bypass was originally pegged out by road surveyors in 1936.



Today If you travel from Stranraer to Wick, and the only shopping centre you pass through is the High Street in Maybole.

Maybole's High Street has seen four fatalities involving motor vehicles, and many more people injured.



Background to the petition (Continued)

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

That will be coming up to 32 years ago this December.

Background to the petition (Continued)

Previous Calls for upgrades

- 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"

Background to the petition (Continued)

Maybole & Kirkoswald have buildings at risk of collapse or have had partial collapse. Due to vibrations, Cllr Peter Henderson of Ward 8 South Ayrshire has told the group how he has witnessed vibrations readings being taken in the village of Kirkoswald when a platoon of HGV's have gone past. This must affect the people at some level. Some of these buildings have historic value to the narrative of south Ayrshire. With narrow pavements this is why many villages are pressing for 20mph limits – However bypasses would take the problem away!



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 vehicles in a platoon travelling along the road, making passing these vehicles 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.



This sequence was taken from a HGV dash cam, on a facebook group Idiot Uk Drivers Exposed described the road as being a “Country Lane!” Not a Scottish Truck Road.



This 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.



Existing pressure on A77 (Continued)

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.

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.	207666:561399
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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	Barrhill to Newton Stewart
13/05/2016	17/05/2016	Continuously	Littlehill to Burnside	Total Closure for re-surfacing	20:00	06:00	A77 / B741 / B7023 / A77	Maybole, Crosshill, Dailly
20/05/2016	23/05/2016	Continuously	Littlehill to Burnside	Total Closure for re-surfacing	20:00	06:00	A77 / B741 / B7023 / A77	Maybole, Crosshill, Dailly
26/08/2016	29/08/2016	Continuously	Bridgemill to Girvan Mains	Total Closure for re-surfacing	20:00	06:00	A77 / B741 / B7023 / A77	Maybole, Crosshill, Dailly
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	Maybole, Crosshill, Dailly
28/10/2016	31/10/2016	Continuously	Minnybrae	Total Closure for re-surfacing	20:00	06:00	A77 / B741 / B7023 / A77	Maybole, Crosshill, Dailly
25/11/2016	29/11/2016	Continuously	South of Ardwell	Total Closure for re-surfacing	20:00	06:00	Shallochpark / A714 / A75 / A751 / A77	Barrhill to Newton Stewart
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	High Road from Alloway

Existing pressure on the road 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.



A77 Trunk Road – Closures/with the diversionary routes

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 / Doomholm 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	208242:575361
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.	219301:598799
30/01/2017		Fatal	Whitletts - Holmston Roundabouts, Ayr	3 car RTA	22:15	04:45	Northbound closure at Holmston, A70 / A79 / A719 / Rejoin A77 at Whitletts. Southbound diversion in reverse.	236501:622003

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 the driver had to use all of the road to get the HGV round the bends and twists to get over the railway bridge.





412840

NBDVR412GW

N55° 12.800' W4° 50.940'

21MPH

04/09/2017 20:00:19

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.



NBDVR412GW N55° 11.696' W4° 49.441' 21MPH 04/09/2017 20:04:13



NBDVR412GW

N55° 11.692' W4° 49.434'

22MPH

04/09/2017 20:04:14



NBDVR412GW

N55° 11.688' W4° 49.428'

22MPH

04/09/2017 20:04:15

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





NBDVR412GW

N55° 11.253' W4° 49.464'

39MPH

04/09/2017 20:05:19



NBDVR412GW

N55° 11.108' W4° 49.500'

28MPH

04/09/2017 20:05:35

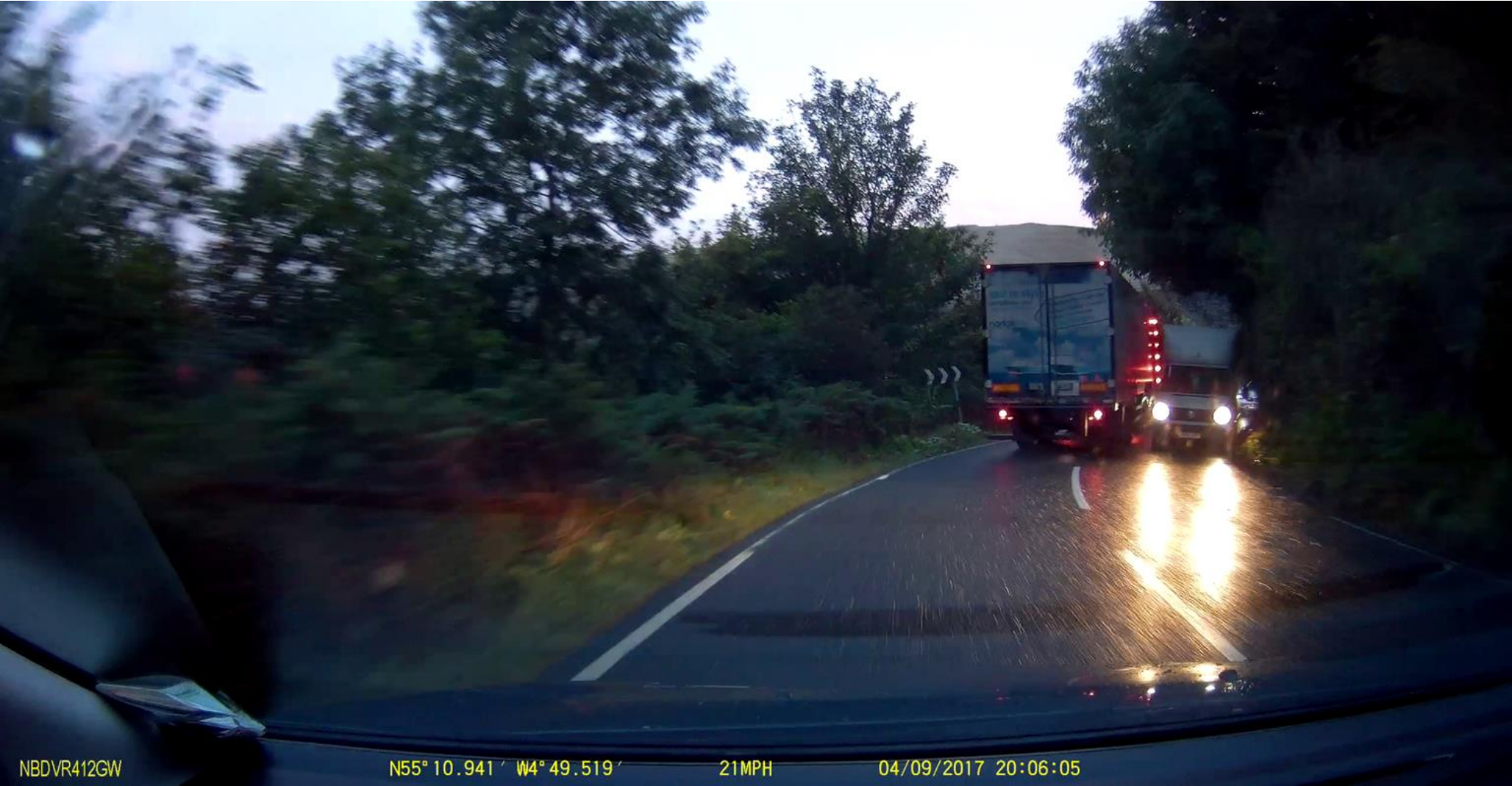


NBDVR412GW

N55° 11.102' W4° 49.503'

24MPH

04/09/2017 20:05:36



NBDVR412GW

N55° 10.941' W4° 49.519'

21MPH

04/09/2017 20:06:05



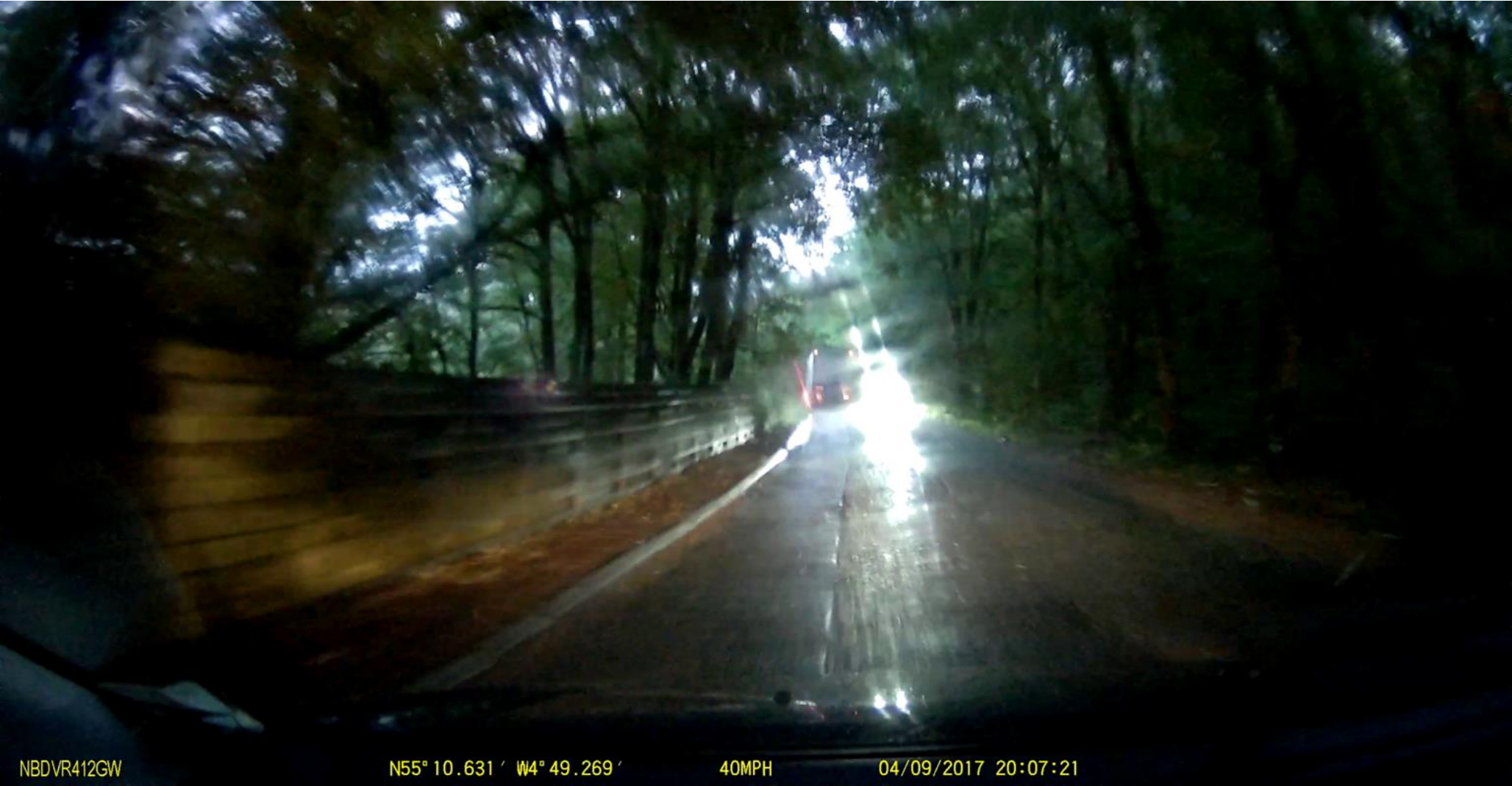


NBDVR412GW

N55° 10.853' W4° 49.603'

24MPH

04/09/2017 20:06:36



NBDVR412GW

N55° 10.631 ' W4° 49.269 '

40MPH

04/09/2017 20:07:21



NBDVR412GW

N55° 10.243 ' W4° 49.412 '

38MPH

04/09/2017 20:08:02



NBDVR412GW

N55° 9.682' W4° 49.619'

38MPH

04/09/2017 20:09:04



NBDVR412GW

N55° 9.650' W4° 49.649'

24MPH

04/09/2017 20:09:09

This HGV driver is yet again having to use all of the road to get the vehicle across a bridge north of Pinwherry



NBDVR412GW

N55° 9.246 ' W4° 49.874 '

34MPH

04/09/2017 20:10:07



AIRSAG

NBDVR412GW N55° 9.232' W4° 49.865' 31MPH 04/09/2017 20:10:09



NBDVR412GW

N55° 9.226 ' W4° 49.862 '

29MPH

04/09/2017 20:10:10



NBDVR412GW

N55° 9.191 ' W4° 49.880 '

13MPH

04/09/2017 20:10:21

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



NBDVR412GW

N55° 9.161 ' W4° 49.858 '

14MPH

04/09/2017 20:10:33



NBDVR412GW

N55° 9.149' W4° 49.872'

17MPH

04/09/2017 20:10:36



NBDVR412GW

N55° 9.136' W4° 49.887'

18MPH

04/09/2017 20:10:39

The Stagecoach bus had stopped to allow the HGV to pass.



NBDVR412GW N55° 9.091 ' W4° 49.915 ' 19MPH 04/09/2017 20:10:48



NBDVR412GW

N55° 9.030 ' W4° 50.009 '

22MPH

04/09/2017 20:11:04

Now the HGV is in Pinwherry, No foot path and this is being used as a diversion for A77T traffic!



Still in Pinwherry on the A714, the HGV is allowing an on coming vehicle to pass before moving onward



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





NBDVR412GW

N55° 8.623' W4° 49.778'

14MPH

04/09/2017 20:12:21

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.



Existing pressure on the road (Continued)

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.

Existing pressure on the road Potential benefits of an upgrade

The bypasses and improvements we seek are not that dissimilar to the project benefits of the A737 Dalry bypass 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.

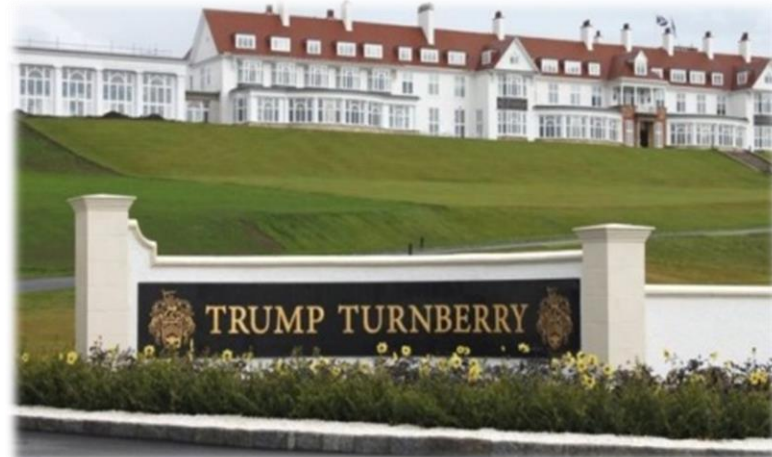
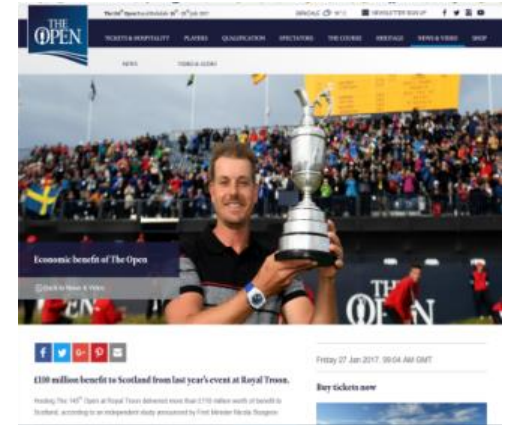


Existing pressure on the road Potential benefits of an upgrade

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

The world famous golf course and holiday complex at Turnberry owned by President Trump 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.

The Trump Organisation employs around 400 jobs in South Ayrshire either directly or indirectly. With investments in the region of £150-£200m at Trump Turnberry what a bonus to the whole of the South West if more big golfing competitions were held in the area.



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.



What is at risk, 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

500

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.



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 to have concerns that future volume share could be lost to other routes. This is down to poor road & rail accessibility.

The hardware that forms the bridge between Scotland and Ireland

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.



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.**



The Future Ferries?



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)

Summary



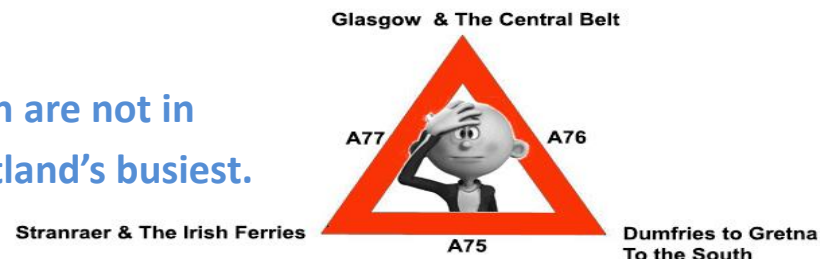
Stena Line and P&O Ferries has invested heavily in the region but this investment has not been able to reach its full potential due to this ongoing issue of lack of road improvements.

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!



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

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.



Arterial Blockages

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

(Scotland's most south westerly village)

The Real South West of Scotland



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.

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.

Any works on these would mean road closure using long unsuitable routes like A714 or A713

Marchburn Landslip

near Finnart's bay, close to one of Europe's state of the art ferry terminals.

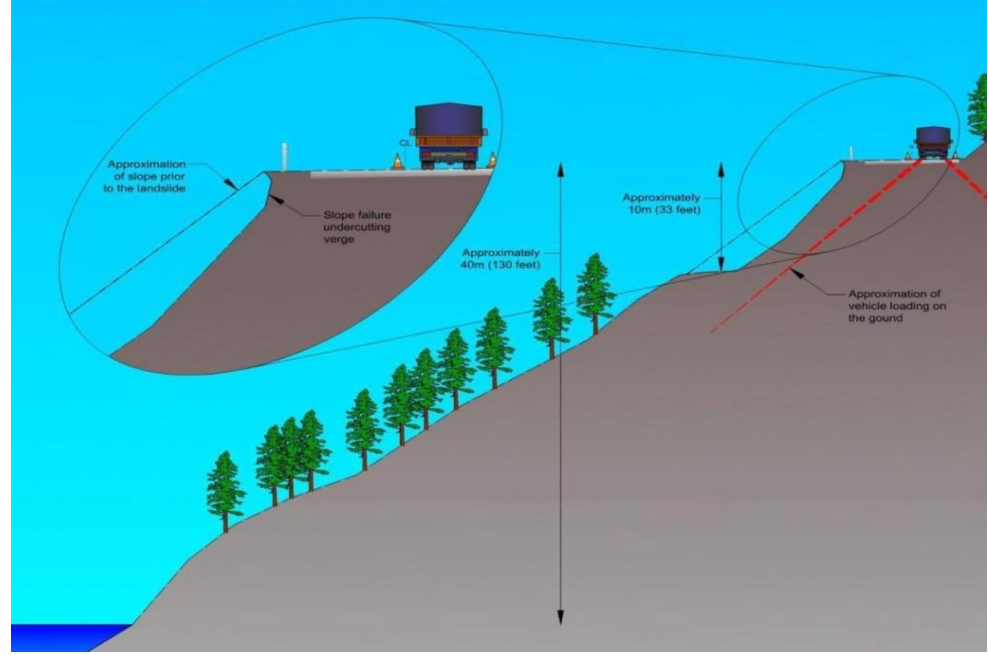


Otherwise known to Transport Scotland as G14



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 slipped 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,

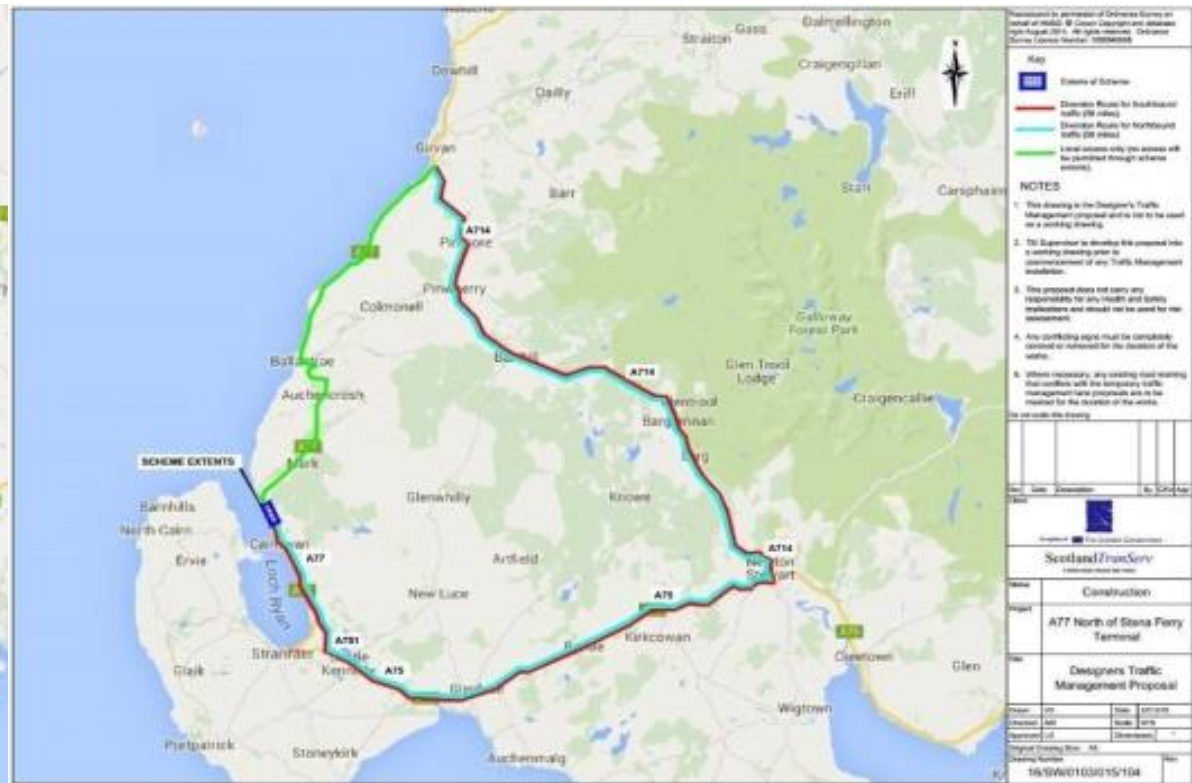




A77 between Girvan and Lendalfoot at Kennedy's pass.

- A landslide occurred at approximately 07:58 on Saturday 4th February 2017.
- The landslide 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 minimise 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

Come repair time two lengthy diversion routes options on even more unsuitable roads. Via either A713 or A714!



28th August 2017









4th September 2017







Transport Scotland & Scotland Transerv resurfaced A77 from Drumellan Farm to Smithston Bridge between 17/02/2017 – 21/02/2017. At a cost of £300k

Transerv placed uneven road signs to be put up! (July 2017)

August 2017 its that bad traffic lights now control the traffic flow!

We will let you decide if its quality of materials used or is it the sheer heavy volume of traffic that uses the A77. In either case it does mean that the A77 is a bad road!

As it is one that is unfit of purpose!

Not much of £14b spent on roads since 2007 has made it to the real South West of Scotland.

We just want our share and to be considered for more in the future!



Challenges facing the Real South West of Scotland

- Poor Infrastructure in both Road & Rail connections but having the 3rd largest Passenger ferry gateway & freight hub.
- Political and economic uncertainty particular in the areas of Agriculture & Food production, and tourism.
- Brexit
- To retain the £1bn worth of Scottish good and services exported to N.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.
- Risk of a decline in population as young people are moving away to find work in areas with better Infrastructure.

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.