

PE1610/I and PE1657/H

Petitioner for PE1610 submission of 24 January 2018

If I may, I would like to respond to a couple of points from the Scottish Government submission.

Firstly on the matter of the Economic Profile Report on Dumfries & Galloway. While I welcome this report being made available, it is imperative that the economic impact of both dualling the A75 and of the status quo takes into account the effect on the wider economy, such as the effects on the Central Belt Distribution centres that service Northern Ireland and the economic links to Northern Ireland itself. I feel that this is a much wider reaching issue than just the desire to regenerate South West Scotland and the securing of the Scotland-Ireland ferry routes through improved transport links is vital to this.

Secondly on the issue of 40mph versus 50mph HGV speed limits the Scottish Government state that there is currently a trial running on the A9. Since April 2015 the 50mph limit has been in force in England and Wales, therefore on all the routes to the rivals to Scotland's ports, surely this would provide a far wider database on the pros and cons of 50mph than on one road where there are major improvements already taking place. Although I would also state that this concern should not distract from or take away from the need for improvements to both the A75 and A77.

Finally may I suggest that it may be informative to take evidence from representatives of both P&O and Stena Line in front of the full Committee as I am sure their submissions were informative to those members that attended the fact finding trip to Castle Douglas.