

PE1657/BB

A77 Action Group submission of 18 March 2021

The Scottish Governments recently published Strategic Transport Project Review 2, Phase 1, as a person who lives, and works in the South West of Scotland. It merely serves to reinforce the belief that this corner of Scotland is forgotten, ignored, neglected and deprived.

It is truly deeply concerning that no capital investment is contained within the Review for the A77, in Phase 1 of this study. Given the economic dire straits we find much of South Ayrshire and Dumfries & Galloway are in. This is preceding anything the pandemic will have inflicted on this part of Scotland. These needs have been well documented by A77 Action Groups in their campaign and various others have also added to that picture.

It is also very clearly laid out in the **South West Scotland Transport Study – Initial Appraisal: Case for Change – Final Edition January 2020**. If I may, bring to your attention, some of the information contained within that piece of work.

Carryings on the ferries to and from Cairnryan, figures from 2017#

The A77 had 420,420 ferry traffic vehicles and had a total of 963030 vehicles in 2017 traveling on it as A77 also bring the vehicles from the south up to the ferry ports at Cairnryan.

Scotland to NI on A77	Percentage	Actual Number of Vehicles
Cars	47%	193,922
Commercial	36%	144,720
Scotland to ROI on the A77		
Cars	13%	53,638
Commercial	7%	28,140

With a total 1,753,000 passengers passing through the port facilities at Cairnryan.

Also, with the same Study#, the valuations of goods being carried by vehicle on the A77.

Location	Value per Day	Value per Annum	Comment
North of Ayr	£11m	£4bn	Dual Carriageway
South of Ayr	£10m	£3.6bn	Single Carriageway.

These are significant figures to the annual economy of the two members of the United Kingdom, Scotland, Northern Ireland. We know from previous published data, Scotland exports around a £1bn worth of goods to the Republic of Ireland alone. Given these figures, that's around a third of the value that is transported on the A77.

These are reason's enough to give A77 priority for investment given the strategic importance of them. The Scottish Government claim that they recognise it, so why aren't we seeing a clamour to address the A77 issues like they do in other parts of Scotland that have a lower index level of deprivation?

Table5-21 Typical journey times and speeds along key strategic road corridors in Scotland. Page 93#

The A77 south of Ayr to Cairnryan has the worst average speed of all the major strategic routes in Scotland at 37.7mph. This extreme result is due to the typography of the road, and the many settlements it passes through at urban speed limits varying between 20mph to 40mph. It is only 43 miles; the average time is 69 minutes.

Figure5-25 Satisfaction with quality of road surface by road corridor. Page 99#

From this table it is really quite easy to note that users are either Very Dissatisfied or Dissatisfied with the Roads and the Quality of roads in the South West Study area. The A77 by far comes off with the most Very Dissatisfied/Dissatisfied users which will not come as a surprise to those who use it every day at a combined 93% who are Dissatisfied/Very Dissatisfied.

Figure5-29 Satisfaction with diversionary routes by road corridor - Page 102#

Again, it is A77 users that clearly have the greatest dissatisfaction with the diversion routes that are deployed when the roads are closed for incident or maintenance reasons, pick up the Transport Study at being 81% Dissatisfied/Very Dissatisfied#.