

## PE1657/CC

A77 Action Group submission of 18 March 2021

The following is from a Freedom of Information request made to the Scottish Government asking about Personal Injury Accident Statistics on the A77T rather than M77. The figures are not only damning but it highlights a ten-year period where virtually nothing has happened to reduce these statistics, despite year on year in vehicle safety system improvements. Resulting in a total of 19 fatal deaths, personal injuries 100 serious, 434 being described as slight. One fatality is one too many. It also has a significant cost to families and our economy.

The table below indicates where traffic lights have been used to control the flow of traffic at sites on A77T where there is potential for a landslide or where a landslide has happened, from 7<sup>th</sup> November 2014 to date of writing, 17<sup>th</sup> March 2021. This is compiled by information from a Freedom of Information request and further research carried out by A77 Action Group

Locations Start Finish No. of Days

Marchburn upper slope 07/11/14 - 01/05/15 - 175

Marchburn lower slope 07/11/14 - 01/04/18 - 1241

Carlock Hill 07/11/14 - 18/03/15 - 131

Carlock Hill 28/08/15 - 09/09/15 - 11

Kennedy's Pass 01/06/16 - 04/02/17 - 248

Kennedy's Pass 04/02/17 - 10/02/17 - 6

Drumbo Kennels 07/02/17 - 08/02/17 - 1

Carlock Wall 03/02/20 - 17/03/21 - 408\*

This covers a seven-year period and highlights the Neglect by the Scottish Government in South West Scotland. All these sites are between Girvan and Cairnryan on the narrowest, and most twisted sections of the single carriageway.

\*denotes that this figure is currently increasing on a daily basis, until Carlock Wall is fully restored from one lane controlled by traffic lights to a fully functioning single carriageway expect summer 2021.

In 2221 days of having at least one set or more of traffic lights hold the flow of traffic on the A77, in a total of 2558 days is not acceptable. Some professional drivers who are hauling the goods worth up to £3.6bn a year may lose up to an hour per day out of their driving time, ten minutes here, ten minutes an hour could be lost during their working day. That does have a significant cost to any business to have one someone sat at traffic lights, wasting an hour's productivity, not to mention the environmental impact.

This does not only affect the people of Scotland, it also has a wider impact on the economic, social and cultural effects on the people of Northern Ireland. Due to the poor nature, and lack of investment over many decades it is now spilling over into the Assembly of Northern Ireland. This short statement was from Nichola Mallon MLA, the minister for Transport in Northern Ireland on a debate about Infrastructure to Connect Northern Ireland and Scotland on the 1st March 2021.

The SDLP member had this to say *“I thank the Member for his question. I am keen to see the A75 and A77 upgraded. Those key links into Scotland and England are of significant importance to Northern Ireland trade. Upgrading the routes would reduce journey times, improve journey time reliability, increase safety on the routes and complement the relatively recent improvements that have been completed on the strategic links to Larne port. However, while I am supportive, I am conscious that those roads are in Scotland. Therefore, I recognise that that is very much a decision for Scottish Ministers.*

*My departmental officials are familiar with the 'South West Scotland Transport Study'. One of the key aims of that study is to consider the rationale for improvements to key strategic corridors, including the A75 and A77, with a focus on access to the ports at Cairnryan. My officials remain ready and willing to engage in detailed discussions with their Scottish counterparts about that transport study. Those discussion have been delayed by the COVID-19 pandemic, but we expect them to take place very soon, with the study feeding into Scotland's Strategic Transport Projects Review 2, which is expected to report towards the end of this year. The Member will also be aware that I have very regular engagement with my ministerial counterpart in Scotland. I will, of course, continue to raise that issue when we meet.”* Taken from [They Work for You website](#).