

## PE1657: A77 upgrade

### Supplementary Information

#### 1. [House of Commons Written Answer – 16 December 1985](#)

The following question was asked by Mr Foulkes to the then Secretary of State for Scotland, Mr Ancram:

*“...list in the current programme of trunk road bypasses under construction, at tender stage and at each other stage of planning; and how this compares with the lists, including a comparison of priorities, for the past five years”.*

This helps to highlight the fact that the A77T has missed out on investment in the form of strategic by passes for towns & villages is well documented here from 16<sup>th</sup> Dec 1985. It is believed by the A77 Action Group that out of all these bypasses six did not get passed the “In Preparation” stage Maybole being one of them. This also proves that while Holyrood are now responsible as it is now a devolved matter, back then the responsibility lay with Westminster. This only strengthens requirement for the petition and what it specifically asks for.

#### 2. [SPICe Briefing: Financial Scrutiny Unit Briefing - Scotland's Exports \(page 13\), March 2017](#)

This document gives a greater insight into the A77T strategic importance in the transportation of £1,010m worth of goods exported to Ireland. The majority would be transported by HGV to Ireland, who are a major EU trading party for Scotland as a whole, and the drinks industry in particular. This is more and more relevant going forward no matter Scotland's relationship with the rest of the United Kingdom or Europe, Republic of Ireland is our closest EU member state. Improvement the arterial route being what the petition is asking for helps to strengthen these Economic and Cultural links that Scotland has with Ireland.

#### 3. **Written submissions in relation to the Infrastructure and Capital Investment Committee's enquiry on Freight Transport in Scotland (2015)**

- [Road Haulage Association, January 2015](#) - This is a written statement by the Road Haulage Association which clearly states a cause for concern regarding both A77T & A75T from the Cairnryan Ports. The statement deems them to be inadequate and outdated to cope with then current traffic & freight volumes. The statement also mentions the other inadequate roads that are getting attention from the Scottish Government. A77 Action Group considers that those traffic & freight volumes have increased since then, and on these grounds should be considered along with what our petition is calling for.

- [Scottish Government \(May 2015\)](#) - This is a statement from a former Transport and Islands Minister Derek Mackay MSP. In his statement he mentions a number of improvements on A77 & A75. The Transport Minister did mention a budgeted programme to improve the links with the Loch Ryan Ports. Sadly these improvements have failed to materialise. However, we feel that the petition is taking these improvements to a better situation than what is spoke about in this written statement.

4. [Scottish Government Press Release: "Investment In Scotland's Trunk Roads To Soar", December 2016](#)

This is a press release from the Scottish Government which demonstrates the massive road building projects undertaken elsewhere in Scotland. A77 Action Group notices nothing of major significance in the real South West of Scotland. Due to this it is felt that this supports our call for what the petitions asks. For this part of Scotland to return to having a bright Economic outlook, something it does not have at present.

5. [Transport Scotland Landslide Information](#)

This link provides access to Transport Scotland's South West Landslide Action Plan (Part4), This Action Plan mainly concerns the A77. Seven of the sites identified are on found on the section of the A77 south of Girvan and the ferry ports at Cairnryan. If this section of road becomes unusable due to landslide, planned maintenance, or a sudden road closure due to a road traffic collision then a length detour can be expected along the A75 to Newton Stewart and then by A714 to Girvan adding around an hour to already long journey times for the distance travelled. Another section found on this link South West Monitoring Sites (Part5) this gives a much more detail description to the defects at these sites.