Petitioner's submission of 15 October 2017

May I start by once again thanking you all for coming down to see the problems with the A75 for yourselves and for taking the time to meet myself and road stakeholders in Castle Douglas?

I would also like to say that I welcome the comments made and the outcome of the meeting in Holyrood on the 21st September. In my opinion as well as that of many others, it is vital that a holistic approach is made to the infrastructure and wider problems that exist in Galloway and the SW of Scotland at this time. The threat to Scotland's main ferry ports is very real and I fear that if action isn't started to be taken soon then, if you'll pardon my pun, we will have missed the boat.

Below is some of the evidence from a few of the major stakeholders that were submitted to the Infrastructure and Capital Investment Committee's enquiry on Freight Transport in Scotland (2017).

**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 The statement deems them to be inadequate and outdated to cope with then current traffic & freight volumes.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.

**Ferry information carryings & investment**

- [http://www.parliament.scot/S5_PublicPetitionsCommittee/General%20Documents/A77_PCC3.pdf](http://www.parliament.scot/S5_PublicPetitionsCommittee/General%20Documents/A77_PCC3.pdf)
- **P&O Statement**
- **Stena Line Statement**

I also feel that as well as securing the future of the Scottish/Irish ferry routes and related jobs and economic benefits. The dualling of the A75 and indeed the A77 would bring infinitely greater scope for investment, redevelopment and the regeneration of this area of Scotland and the future of its populace. There would also be an unprecedented opportunity to invest in and develop new technologies in keeping with the Scottish Government's current enviromental targets, eg solar roads,
electric highways (charging points/stations could be created in villages/towns along the routes to mitigate the effects of being by-passed), new safety technology such as safer barriers/road furniture and even new road surface technology such as the MacRebur recycled surfacing currently being developed in Dumfries & Galloway allowing these to be thoroughly tested before they can be rolled out across Scotland and in the case of the Scottish companies involved, exported around the world.

As you can see there are many potential benefits of improving the road infrastructure to 21st century standards, both economically and socially. On the other hand I fear that continued inaction will lead to consequences which are far-reaching, long-lasting, incredibly damaging and disproportionately difficult to rectify after the fact.

I am at your disposal should you require anything more from me or if you have further questions.