

## **PE1657/O and PE1610/P**

Petitioner (PE1657) submission of 6 June 2018

The A77 Action Group would appreciate if the Public Petitions Committee would consider asking Transport Scotland for clarification on the date when the volume of traffic was sampled and whether there has been a significant rise in the predicted volumes since that point? Rising from PE1610/N and 1657/M on the Maybole Bypass Project

From the DMRB Stage 3 assessment process information found on Transport Scotland's website

Link>> <https://www.transport.gov.scot/publication/dmr-stage-3-traffic-and-economic-assessment-report-a77-maybole-bypass/>

Can we turn the Public Petitions Committee attention to the following in that assessment?

2.2 Vehicle Type Parameters on page 9 and 2.2.1 The Vehicle Type Parameters used in the modelling. It lists cars weight only 800kgs when to take an average medium sized family car such as Ford's Focus range the lightest kerbside weight is 1276kg and the heaviest is 1505kg factoring in for driver at 75kgs, engine fluid levels full and 90% fuel. That for a start appears to be out of date.

Then OGV2 on the list 38000kgs, the maximum HGV is now 44000kgs in the UK so another abnormality with the modelling figures used. This coupled with the fact the maximum speed limits are set much higher than what the actual limit for the replacement section of new road will be.

Cars maximum is set at 80MPH rather than legal limit of 60MPH,

Light Goods Vehicle 2500kgs 60MPH rather than 50MPH

Goods Vehicles over 7500kgs 50MPH rather than 40MPH

We don't claim any academic credentials on processing this. Looking at this as lay people, we seem to find these abnormalities that could cause miscalculations in the way this has been modelled.

However we do have a wealth of knowledge in the 'Real' world of these dedicated short overtaking sections. It only takes one or two HGVs who are lighter than the one that they are following to completely hog these sections by overtaking slower heavier HGV's and rightly so. But it only adds to the frustrations of the faster vehicles who also want to overtake. Therefore any time saving offered by these sections is minimal as their speed is governed by that of the overtaking HGVs. If any factual evidence is required for this we would suggest a trip along A75 when there is a high percentage volume of HGVs travelling east or west. It is not for the faint hearted for users in either direction.

The A77 Action Group is pleased to note that the HGV speed limit on the A77 may be re-examined, once the current study on the A9 is examined. We would like to know if there are any plans to raise the speed limit of 50MPH for cars and vans, etc. on the A77 travelling North from the Monkton roundabout to Bogend Toll.

Regarding the South West Scotland Transport Study, we would welcome an update regarding the public engagement phase of the study as we are now 6 months away from it being published. Neither group has been contacted by AECOM Ltd who have been commissioned to undertake this study. Is it in the remit of the Petitions Committee to follow this up?