

# Petitioner submission of 22 October 2023

## PE1657/QQ: A77 upgrade and PE1610/TT: Upgrade the A75

Given previous Transport Minister Kevin Stewart's response seemed to disregard SWECO's Economic Impact Assessment which would have provided £5bn of local benefit which he diluted down in his statement. I would like the Committee to give note that the Maybole area has now had a lot of inward investment since the completion of the £29m bypass. More housing developments, a new supermarket, and a new campus covering primary to secondary education as well as leisure facilities. Together with regeneration projects on the High Street. It highlights how forgotten, ignored, neglected and deprived the South West of Scotland actually is, particularly when compared to other parts of the country.

While Mr. Stewart wanted to talk about delivering STPR2 Recommendation 40 which is, in the opinion of the A77 Campaign Team, merely yet another watered-down sticky plaster approach to the South West transport infrastructure like what has gone before. It does not fully address most of the problems that both the A77 and A75 roads suffer from. Given that the Scottish Government has set a target for a reduction of road fatalities to zero by 2050, are we not going to be using our roads in the South West by this time?

Given the data on fatal accidents for Dumfries and Galloway and Ayrshire (2017- 2021 Average number of reported road casualties by Police Force division South Ayrshire with 148 Casualties and Dumfries and Galloway 256 Casualties), how will this target be achieved without massive investment? There are currently no planned investments in the whole of the South West of Scotland road network - A75/A76/A77. When this is compared with other parts of Scotland, we cannot find any justification for this situation.

It was suggested by a previous Citizens Participation and Public Petitions Committee to come and experience the problems A77 after a visit to the A75, which covers the better sections to see the two routes, at peak times to engage with the wide community and haulage companies using the two corridors. Also, by coming to the area the Committee would also see the effects of the recent statistics from the SIMD (Scottish Index of Multiple Deprivation-2020), includes the

shocking figures relating to the South West of Scotland (South Ayrshire, North Ayrshire and Dumfries and Galloway)

If Westminster does give additional financial help to fund improvements on the A75, then since all of that traffic accesses the ports at Cairnryan on the A77, monies that would have been otherwise spent on the A75 by the Scottish Government are needed to be spent on the A77.