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## Welcome

Transport Scotland is taking forward work to consider options to realign the A75 to bypass the settlements of Springholm and Crocketford. These are the only two settlements on the A75 that are not bypassed and where the speed limit drops to 30mph.

The A75 was identified for improvements as part of the Scottish Government's second Strategic Transport Projects Review (STPR2) and the scheme will build on Transport Scotland's South West Scotland Transport Study Initial Appraisal - Case for Change.

In March 2024, Scottish Ministers were granted funding from the UK Government's Union Connectivity Development Fund to progress Recommendation 40 from STPR2, specifically design and assessment work in relation to the realignment of the A75 around Springholm and Crocketford.

Transport Scotland has now appointed Jacobs as technical advisors to take forward the initial design and assessment work associated with the development of the proposed scheme.



A75 looking south at Springholm

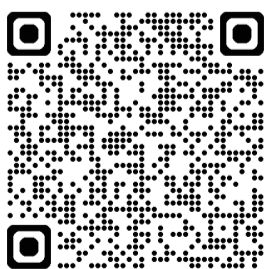


A75 looking north at Springholm

This 'Meet the Team' event gives you an opportunity to meet the people who will be working on the scheme and to find out about the processes behind the design and assessment work.

We are also seeking to gather information to help inform our work going forward.

These events are the first of a number of planned engagement opportunities as the project progresses. We are committed to meaningful consultation with members of the public, road users and other stakeholders throughout.



Scan the QR code to visit the A75 Springholm and Crocketford Improvements Scheme website:

[www.transport.gov.scot/projects/a75-springholm-and-crocketford-improvements-scheme](http://www.transport.gov.scot/projects/a75-springholm-and-crocketford-improvements-scheme)



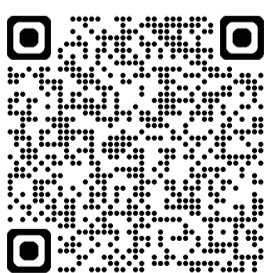
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## Why we need technical advisors

Road scheme development and assessment and the associated statutory process is complex. To provide a robust scheme development and assessment requires civil engineers, geologists, ecologists, transport planners, hydrologists, geographers, mapping specialists, 3D modelling specialists, sustainability experts, communications, engagement and consultation professionals and more. The project team has experts in all of these disciplines.

The various disciplines will undertake relevant assessment work and feed into the process that will be used to ultimately identify a preferred route option for realignment of the A75 at Springholm and Crocketford.

Jacobs staff have significant experience of working with Transport Scotland on road improvements in Scotland, including the A9 through the Highlands, the A96 in the North East and the A82 and A83 in Argyll. They will bring their experience together to develop plans to improve the A75 in the vicinity of the communities of Springholm and Crocketford.



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## How the scheme is developed

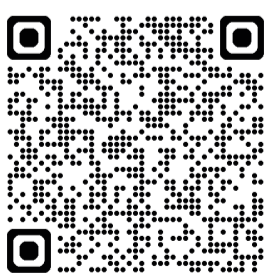
Transport Scotland uses a three-stage assessment process to determine the preferred route for trunk road improvement projects. This is based on the Design Manual for Roads and Bridges (DMRB).

This will include:

- Survey work
- Consultations with specific bodies
- Development of Route Options
- Public Consultation Events

At DMRB Stage 1, route corridors will be developed and assessed. This will draw on the earlier Strategic Assessment. This will include engineering, environmental, traffic and economic assessments of the potential impacts of each route corridor option.

At DMRB Stage 2, route options within the previously identified corridors will be developed and assessed. Again, this will include engineering, environmental, traffic and economic assessments of the potential impacts of each route option. At this stage they will be shared with the public for feedback, before a preferred option is identified. We will also consult with members of the local community and landowners. It is estimated that these stages of this scheme will take approximately two years.



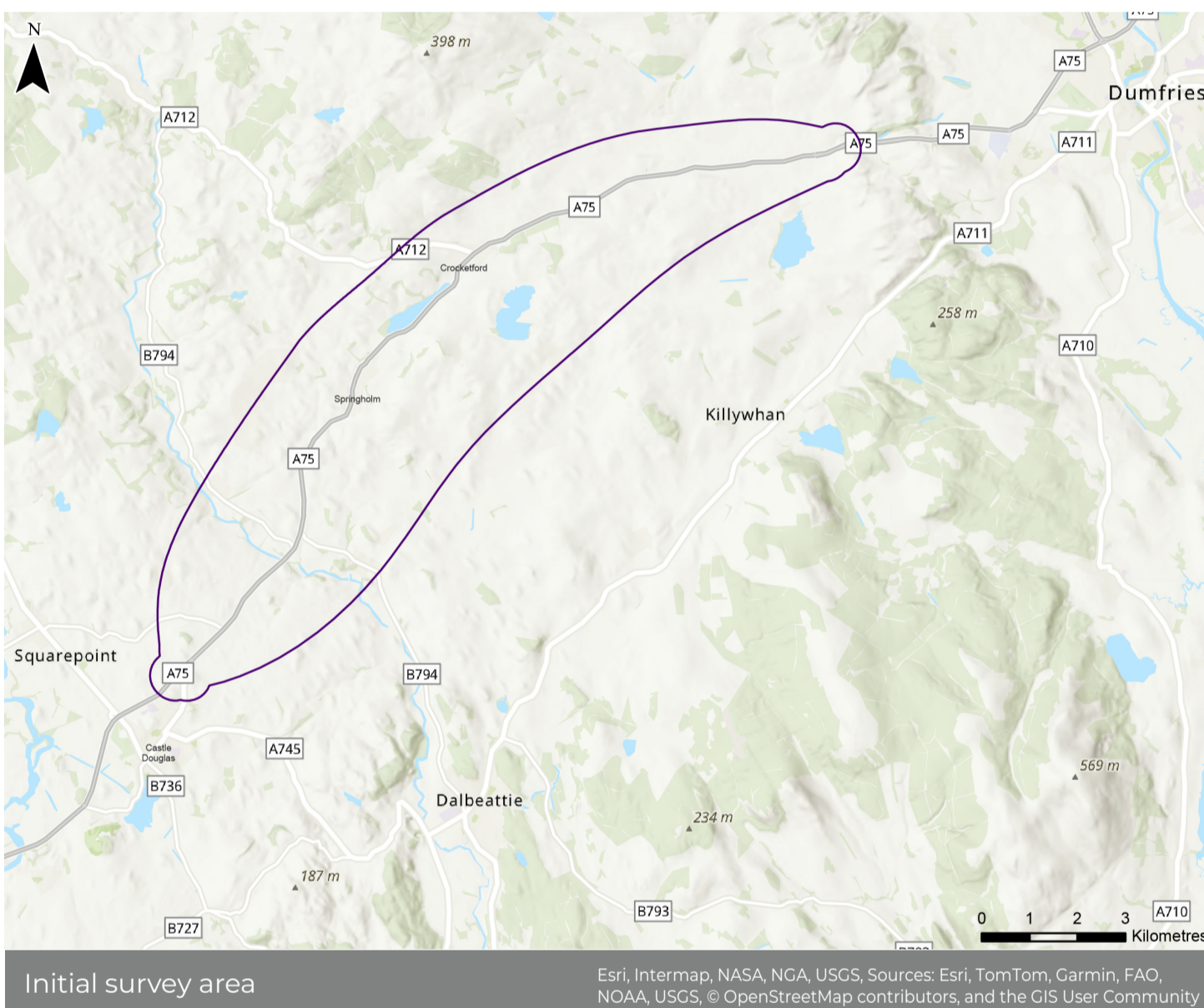
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## Next Steps

You may see the team out and about over the coming months conducting a series of surveys such as topographical, environmental and ground investigation surveys. Surveys will be done throughout the year within the initial survey area, shown below. As is normal at this stage of the assessment process, the survey boundary covers a wide area to allow us to fully consider a range of route corridors and potential environmental, engineering, traffic and economic impacts. This will be further refined as the scheme develops throughout the DMRB Stage 1 and 2 Assessments.



Topographical Survey

Suitable provision for pedestrians and cyclists is an important part of the A75 Springholm and Crocketford Improvements Scheme and we will consider users' needs along with the development of the trunk road corridor. This will include assessment of existing facilities and likely future demand which will be taken into account as the scheme develops. Provision will be incorporated in consultation with local communities, members of the public and interest groups. We will also be engaging with landowners, local communities, heritage and environmental groups.



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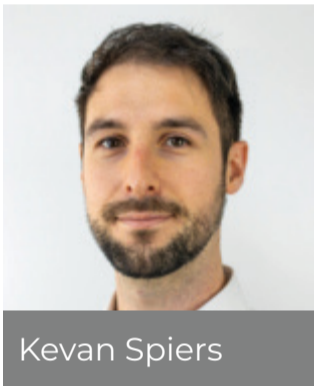


## Meet the Teams



From left to right: David Condie, Kirsty Kelly and Andy Mackay

The **Project Management Team** co-ordinates the work of the other teams, making sure work is done on time and on budget. It is led by Contract Director Andy Mackay, Project Manager Kirsty Kelly and Technical Coordinator David Condie who each have over 20 years' experience in designing Scottish trunk roads.



Kevan Spiers

The **Roads Team** led by Kevan Spiers will develop the route corridors and options for assessment and will consider issues including road design standards, overtaking opportunities,

carriageway cross section, and junction siting. The team will seek to improve safety, route reliability and journey time for all road users as part of their work.



Euan Barr

The **Traffic and Economics Team** led by Euan Barr will be conducting traffic surveys to inform traffic modelling and the assessment of the route corridor and route options. The team will also

assess the wider economic impacts and benefits of the corridor and route options.



Louise Hill

Environmental surveys are central to establishing a baseline for the scheme and the **Environmental Team**, led by Louise Hill, will be working out on site across seasons

evaluating and reporting on habitats for protected species, areas at risk of flooding and potential landscape changes. The team will also evaluate the potential carbon emissions of the proposed routes.



Carolyn Mitchell

The **Stakeholder Engagement and Communications Team** led by Carolyn Mitchell will ensure that local communities, interest groups, landowners and businesses are involved

in the process and are kept up to date on progress. You will see the team at events like this and attending other stakeholder engagement meetings.



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## Stay Informed

Transport Scotland will keep you informed as the scheme develops. If you would like to register your contact details, we will send updates on forthcoming engagement events or other consultations relevant to your interests. If you wish to do so, please speak to a member of staff at the Meet the Team events or contact us at the details below.

You can also keep up to date and find the scheme's Privacy Notice by visiting the project website.

*[www.transport.gov.scot/projects/a75-springholm-and-crocketford-improvements-scheme/](http://www.transport.gov.scot/projects/a75-springholm-and-crocketford-improvements-scheme/)*

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If you have any questions, you can contact us by:

**Email:**

A75SpringholmAndCrocketford@transport.gov.scot

**Post:**

A75 Springholm and Crocketford Improvements Team,  
Transport Scotland, George House, 2nd Floor,  
36 North Hanover Street, Glasgow G1 2AD



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