

Access to Argyll and Bute [A83]

Public engagement report

Transport Scotland

December 2023



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Executive Summary

Background

Transport Scotland has undertaken detailed assessments to develop a safe and resilient permanent solution to the issues faced at the A83 Rest and Be Thankful.

In September 2020, 11 potential route corridor options were presented to the public to gather feedback and inform initial design and assessment work. In March 2021, the preferred route corridor was announced as the Glen Croe Corridor and five potential route options which included various combinations of tunnels, viaducts and debris flow shelters were identified for further design work. Feedback on the route options was captured through a series of public exhibitions and a survey.

In September 2022, Transport Scotland appointed the Atkins WSP Joint Venture (AWJV) to take forward the design and assessment of both the permanent, long-term solution (LTS) and medium-term solution (MTS). The preferred option for the MTS was announced as the Old Military Road (OMR) in December 2022.

On 2 June 2023 the preferred route option for the permanent, LTS to the challenges at the A83 Rest and Be Thankful was announced by the former Minister for Transport, Kevin Stewart MSP. The preferred route option was identified as the Brown Option: a debris flow shelter with catch pit.

Community engagement

The purpose of the community engagement was to present the preferred route option that has been selected as the permanent, LTS and explain and seek feedback on the next steps to deliver this solution for road users of the A83 Rest and Be Thankful and local communities.

The engagement period was delivered between 2 June and 28 July 2023. It included a blended approach, involving four public exhibitions and a virtual exhibition room.

Over 200 people attended the public exhibitions which were held in:

- Arrochar on 12 and 13 June 2023
- Lochgilphead on 14 and 15 June 2023.

Printed copies of the exhibition boards were also made available in Campbeltown Library.

There were approximately 3,700 people who viewed the virtual exhibition room from 2 June to 28 July 2023.

Public facing materials were produced which included, exhibition boards, scheme brochure, poster, and a feedback form. The scheme email address A83@WSP.COM was used to respond to queries from members of the public and send out the link to the virtual exhibition room. Feedback on the preferred route option has been gathered from the public exhibitions and the online feedback forms available in the virtual exhibition room.

Responses

A total of 89 responses were received in various formats which included 34 online feedback forms, 39 paper feedback forms, 13 direct emails, two posted responses and one phone call. The analysis of the above noted feedback can be found later in this report.

1. Introduction

1.1. About this report

- 1.1.1. This document outlines the communication and engagement activities undertaken by Transport Scotland following the announcement of the preferred route option for the permanent, LTS. This is part of the Access to Argyll and Bute (A83) scheme.
- 1.1.2. It reports on the community engagement which took place between 2 June and 28 July 2023 and presents feedback received during the period.

1.2. Scheme context

- 1.2.1. The A83 trunk road is one of only two east-west strategic trunk road network connections between Argyll and Bute and the Central Belt of Scotland. The section through the A83 Rest and Be Thankful, known as Glen Croe, is increasingly affected by landslides.
- 1.2.2. The most significant recorded landslides at the A83 Rest and Be Thankful occurred in August and September 2020. Following these unprecedented events, the former Cabinet Secretary for Transport, Infrastructure and Connectivity, Michael Matheson MSP, instructed Transport Scotland to investigate a resilient, sustainable LTS to the problem of landslides in Glen Croe.

1.3. The preferred route option

- 1.3.1. Following public engagement on the eleven potential route corridor options (September 2020), the five route options (March 2021), and a detailed assessment process following the Design Manual for Road and Bridges (DMRB) process, the preferred route option was announced in Spring 2023.
- 1.3.2. The preferred route option for the permanent, LTS at the A83 Rest and Be Thankful was previously known as the Brown Option and features circa 2.4km of single carriageway improvements generally located on the line of the existing A83. It also features a circa 1.4km debris flow shelter and catch pit along with an improved junction with the B828 Glen Mhor local road. Construction on the existing A83 Rest and Be Thankful will require temporary traffic management during construction, including potentially considerable periods where traffic will be diverted to the Old Military Road (OMR). The OMR will be upgraded as part of the MTS.

- 1.3.3. The key benefits of the preferred route option include improved resilience and operational safety of the trunk road network by reducing the impact of disruption for travel to, from and between Argyll and Bute and the Central Belt of Scotland. The preferred route option also has the greatest potential to be delivered quickly and provides the greatest opportunity to encourage sustainable travel. It also performed most favourably across a broad range of environmental criteria, including cultural heritage, visual population and human health, climate and materials and waste.

1.4. Scheme objectives

- 1.4.1. The design and assessment considers the performance of options against the scheme objectives and the Scottish Government's five appraisal criteria: environment, safety, economy, integration and accessibility and social intrusion.
- 1.4.2. The scheme objectives for the Access to Argyll and Bute (A83) include resilience, safety, sustainable travel, economy and environment as noted below;
- **Resilience** – reduce the impact of disruption for travel to, from and between key towns within Argyll and Bute, and for communities accessed via the strategic road network.
 - **Safety** – positively contribute towards the Scottish Government's Vision Zero road safety target by reducing accidents on the road network and their severity.
 - **Economy** – reduce geographic and economic inequalities within Argyll and Bute through improved connectivity and resilience.
 - **Sustainable travel** – encourage sustainable travel to, from and within Argyll and Bute through facilitating bus, active travel and sustainable travel choices.
 - **Environment** – Protect the environment, including the benefits local communities and visitors obtain from the natural environment by enhancing natural capital assets and ecosystem service provision through delivery of sustainable transport infrastructure.

2. Engagement approach

2.1. Overview

- 2.1.1. The purpose of the public engagement activity was to present the preferred route option that has been selected as the permanent, LTS and explain and seek feedback on the next steps to deliver this solution for road users of the A83 Rest and Be Thankful and local communities.
- 2.1.2. The Access to Argyll and Bute (A83) public engagement activity ran between 2 June and 28 July 2023 and included a blended approach, involving four public exhibitions and a virtual exhibition room.
- 2.1.3. A package of engagement materials was developed in a style that was accessible and conveyed the technical detail on the proposals required to make an informed response to the feedback form.

2.2. Approach to engagement

- 2.2.1. Transport Scotland engaged with a number of statutory and regulatory stakeholders during the DMRB assessment process and prior to the preferred route option exhibitions which included the Environmental Steering Group and the A83 Taskforce. This approach will continue through the subsequent stages of the scheme.
- 2.2.2. The approach centred on providing clear and concise information to enable consultees to form their views, as well as reducing risk of potential objection or challenge. The aim is to provide a feedback-led approach, keeping in mind the importance of purposeful and efficient data analysis from the outset.
- 2.2.3. The aim of the engagement was to gain stakeholder feedback on the preferred route option for the permanent, LTS and ensure that local knowledge and insights continue to be considered during the design process.
- 2.2.4. The engagement activity effectively used Transport Scotland's dedicated A83 Story Map, social media platforms, press releases, advertisements, and scheme email address to promote the public exhibitions and virtual exhibition room. Detailed materials describing the proposals were made accessible online and in alternative formats as needed. Public exhibitions and a virtual exhibition room were available, allowing the public and stakeholders to gain comprehensive insights into the preferred route option. Valuable feedback was collected through feedback forms and written responses, ensuring a thorough and inclusive engagement.

2.3. Engagement activity materials

2.3.1. A range of materials were prepared to help people interpret the preferred route option, while the public exhibitions were promoted extensively via a variety of communication channels to raise awareness and encourage participation. All materials were available between 2 June to 28 July and can be found in [Appendix A](#). To ensure the information remained accessible, the virtual exhibition room was kept open until the 8 December 2023 where the information was then moved to the A83 Story Map.

2.3.2. Brochure

2.3.3. An A4, eight-page colour brochure summarised the proposed scheme, including the background, an update on the Access to Argyll and Bute (A83), information on the preferred route option and next steps. Information on how stakeholders could share their views and contact the team for information was also included. A QR code linked to the virtual exhibition room was also included on the brochure. Copies of the brochure were available at the public exhibitions, the virtual exhibition room and in the library in Campbeltown.

2.3.4. Exhibition boards

2.3.5. Fourteen exhibition boards were created and displayed at both the public exhibitions, the virtual exhibition room and in the library in Campbeltown. These boards included the following information:

- welcome information
- background to the scheme
- scheme objectives
- scheme assessment
- scheme options
- assessment process
- preferred route option
- preferred route option plan
- medium-term solution
- what happens next

- comments and feedback

2.3.6. Poster

2.3.7. An A4, colour poster was produced to promote the public exhibitions for the preferred route option and to encourage people to visit the virtual exhibition room. The poster was distributed to libraries, customer service points, community halls, education centres, shops and cafes in Lochgilphead, Arrochar and Campbeltown.

2.3.8. Feedback form

2.3.9. The feedback form was designed to gather views and feedback on the preferred route option. It acted as the primary feedback tool and included two open questions as below:

- we would appreciate your feedback on the preferred route option for the permanent, long-term solution
- please provide any additional information here.

2.3.10. The feedback form was made available online through the virtual exhibition room, in hard copy at the public exhibitions and in the library in Campbeltown. A postal address was also provided for respondents to return their completed forms if they preferred not to use the online form – Atkins WSP Joint Venture, 110 Queen Street, Glasgow, G1 3BX.

2.3.11. Webinar

2.3.12. A pre-recorded webinar was produced which featured representatives from Transport Scotland and the AWJV. The webinar provided an overview of the scheme, details of the preferred route option, next steps and promoted the public exhibitions dates. The webinar was also available in the virtual exhibition room.

2.3.13. Virtual exhibition room

- 2.3.14. The PinPoint Connect All virtual exhibition room saw approximately 3,700 (unique) visitors viewing the materials over the engagement period. The exhibition room included digital copies of the exhibition boards, brochure, feedback form and a 3-dimensional fly-through visualisation of the preferred route option. It also included the full DMRB Stage 2 Report (part of the Design Manual for Roads and Bridges), which provides a full summary of the assessment.
- 2.3.15. The virtual exhibition immediately went live with the announcement on the 2 June until it was closed on 8 December 2023 where the relevant material was moved to the A83 Story Map.

The virtual exhibition room was available at:
www.pinpointcloud.co.uk/accesstoargyllandbuteA83

- 2.3.16. A screenshot of the virtual exhibition can be found in Figure 1: Virtual exhibition room.

Figure 1 Virtual exhibition room



2.3.17. A83 Story Map

- 2.3.18. The A83 Story Map is the dedicated and bespoke scheme website designed to provide continual update on the scheme as it develops. The Story Map now includes information on the preferred route option, details of the public exhibitions and link to the virtual exhibition room.

A link to the Story Map can be found at:
www.storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508?itm=1

2.3.19. Preferred route option visualisation

- 2.3.20. A 3-dimensional fly-through visualisation of the preferred route option was produced to bring to life the design of the debris flow shelter and catch pit on the A83 Rest and Be Thankful.
- 2.3.21. The visualisation was housed on Transport Scotland's YouTube channel and displayed in the virtual exhibition room before being moved to the A83 Story Map. The video received over 2,100 views during the community engagement activity from 2 June to 28 July.

A link to the YouTube video can be found at:

<https://www.youtube.com/watch?v=C0esfEVwGjk>

- 2.3.22. A screenshot of the visualisation is shown in Figure 2: Preferred route option visualisation.

Figure 2 Preferred route option visualisation



2.4. Public exhibitions

2.4.1. Four in-person public exhibitions were held to give the public an opportunity to view the exhibition material which included details of the preferred route option, speak with project team members and provide feedback. The exhibition materials included the exhibition boards, copies of the project brochure, 3d visualisation and feedback forms available at the exhibitions. These events were promoted via the A83 Story Map, Transport Scotland webpage, social media channels and newspaper adverts in local press.

2.4.2. The in-person exhibitions were held at:

- Arrochar Village Hall, Shore Road, Arrochar – 12 and 13 June 2023
- Lochgilphead Baptist Church, Union Street, Lochgilphead – 14 and 15 June 2023

2.4.3. In addition to the feedback form being accessible online, Transport Scotland offered other methods for respondents to provide feedback including:

- a paper copy of the feedback form to be posted
- a copy of the feedback form in larger print
- a copy of the feedback form to be sent in Braille format
- an audio recording of the content included in the feedback form
- the feedback form in another language
- contacting via email, telephone or social media
- attending the public exhibitions or virtual exhibition room

2.4.4. These additional communication measures aimed to increase inclusivity and accessibility during the engagement process, ensuring that anyone who desired to take part could do so in a way that suited them.

2.5. Engaging with key stakeholders

2.5.1. The scheme email address A83@WSP.com was used to contact stakeholders, respond to queries and capture feedback as part of the engagement activity period.

- 2.5.2. A telephone line 0131 316 8293 was also available to receive any phone queries. The phone number was included on the exhibition boards, brochure and feedback form. This number was staffed during business hours directly linking the caller to the project team.
- 2.5.3. Emails were sent out on the day of the preferred route option announcement to the identified stakeholders (see Appendix B) to make them aware that a preferred route option had been selected and that public exhibitions were being held and that the virtual exhibition room was live. A copy of the email can be found in Appendix G.
- 2.5.4. Stakeholders who registered at the public exhibitions included:
- Arrochar and Tarbet Community Development Trust.
 - Arrochar Community Council
 - Arrochar Community Hydro
 - Local councillors
 - Members of Argyll and Bute Council
 - Forestry Land Scotland
 - Local businesses
 - Friends of Loch Lomond and Trossachs
 - Lochgoilhead Community Trust
 - Nature Scot
 - RABT Campaign Group

2.6. Promotion

- 2.6.1. A range of channels were used to raise awareness of the engagement activities and encourage participation from the local community and wider stakeholders who may have had an interest in the preferred route option. Channels used to promote this were:

2.6.2. Press articles

- 2.6.3. Adverts that promoted the public exhibition dates and provided a QR code which linked to the virtual exhibition room were placed in the Argyllshire Advertiser, Campbeltown Courier, the Oban Times and the online version of the Oban Times.
- 2.6.4. A copy of the newspaper adverts can be found in Appendix C.
- 2.6.5. Social media**
- 2.6.6. Information promoting the public exhibitions and virtual exhibition room were posted on Transport Scotland's social channels. The posts included information on the start and end of the engagement activity, reminders for the dates and locations of the events and how to provide feedback.
- 2.6.7. Examples of the social media posts can be found in Appendix D.
- 2.6.8. Posters**
- 2.6.9. Posters featuring details regarding the public exhibitions and a QR code which directed people to the virtual exhibition room were distributed within the local area to:
- libraries
 - council customer service points
 - village halls
 - community education centres.
- 2.6.10. A full list of those who received posters can be found in [Appendix B](#).
- 2.6.11. A copy of the poster can be found in [Appendix E](#).
- 2.6.12. Emails**
- 2.6.13. A dedicated scheme email address A83@WSP.COM was used to contact stakeholders, respond to queries and capture feedback as part of the engagement. A member of the AWJV engagement team managed the email inbox to ensure emails received were managed.
- 2.6.14. Emails were sent out to the identified stakeholders as outlined in Appendix B.
- 2.6.15. Other promotion**
- 2.6.16. Posters promoting the public exhibitions and paper copies of the exhibition boards were available at Campbeltown Library until 28 July.

2.7. Response analysis methodology

2.7.1. The engagement activity generated a substantial volume of data, including both online and hard copy responses to the feedback form, as well as emails. A robust process was put in place to manage the number of responses received.

2.7.2. Feedback forms

2.7.3. The online feedback form was hosted on Smart Survey and accessed via the virtual exhibition room and the Transport Scotland website. Responses to the online feedback form were processed directly through this portal, while all data from paper copies of the feedback form, including verbatim responses to open questions, was processed manually.

2.7.4. Data entry staff adhered to a thorough process to ensure accuracy and consistency. The quality checking procedure involved 100% verification; wherein all the entered data was reviewed by a different operator. Where any inconsistencies were identified, the entries were checked against the original questionnaire and the correct data recorded.

2.7.5. The combined dataset was downloaded into a spreadsheet and further logic and range checks were completed prior to analysis. Microsoft Excel and GIS mapping software were both used to analyse the data, with the results of this analysis presented in the series of charts, tables and maps within this report.

2.7.6. Coding of free text responses

2.7.7. The feedback form contained two open questions inviting free text responses which allow respondents to write whatever they like. Such data is complex to analyse and interpret but provides valuable additional insight into respondents' opinions.

2.7.8. The free text responses required further processing, or 'coding', whereby statements within comment boxes are translated into a series of numeric codes to identify common themes and enable the categorisation of the comments. These codes were then analysed quantitatively to identify the most frequently recurring areas of comment.

- 2.7.9. A code frame is a list of the codes which represent the different themes and areas of comment raised by respondents and is outlined in [Appendix F](#). This is created by reviewing a large sample of the responses and identifying common themes and areas of comment, each code is given a unique number. The code frame for this engagement activity underwent a series of reviews during the analysis to ensure that any new codes that emerged in the data were incorporated. The coding of responses was subject to a series of quality assurance checks to ensure consistency and accuracy throughout the process.
- 2.7.10. Other written responses**
- 2.7.11. Emails received from individuals or groups and organisations were reviewed for content and key themes identified. The key themes have been summarised and included in chapter 4 of this report.

3. About the respondents

3.1. Respondent profile

3.1.1. Transport Scotland received a total 89 responses, including online, hard copy, email responses and by phone, as detailed in Table 1: Methods used to provide feedback.

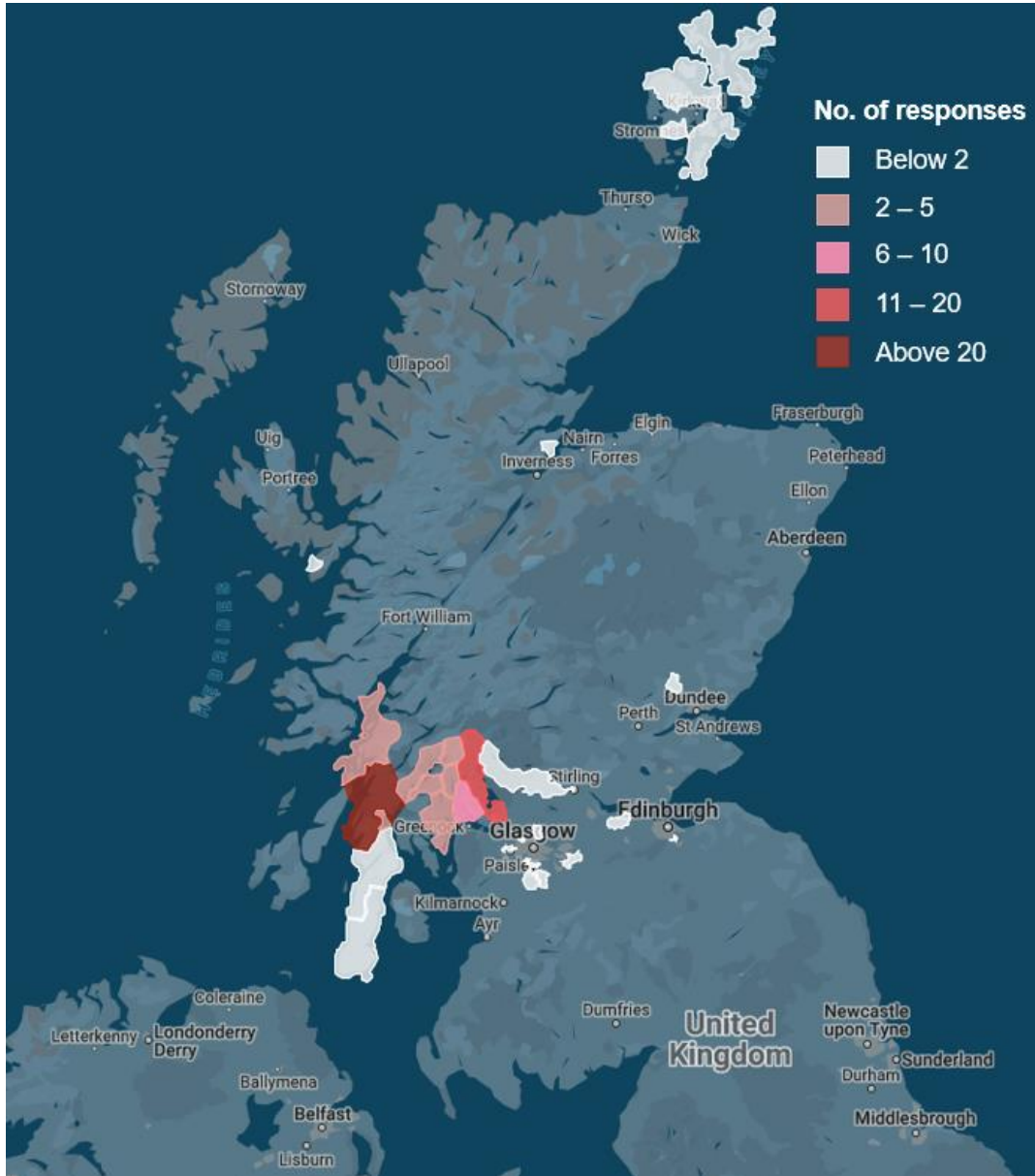
Table 1 Methods used to provide feedback

Methods of response	Number of responses
Feedback form (hard copy feedback form)	41 (including 2 posted)
Online feedback form (virtual exhibition room)	34
Email	13
Phone	1
Total	89 responses

3.2. Demographic data

3.2.1. Based on the postcodes provided by the survey respondents in the feedback from, the postcode with the highest number of responses was within the Lochgilphead area (PA31) with 22 responses, followed by the Arrochar and Loch Lomond area (G83) with 13 responses. The postcode with the third highest number of responses was within the Garelohead area (G84) with six responses. All other postcodes saw below five responses submitted. A map of respondent postcode areas is shown in Figure 3: Number of responses by postcode area.

Figure 3 Number of responses by postcode area



4. Views on the preferred route option

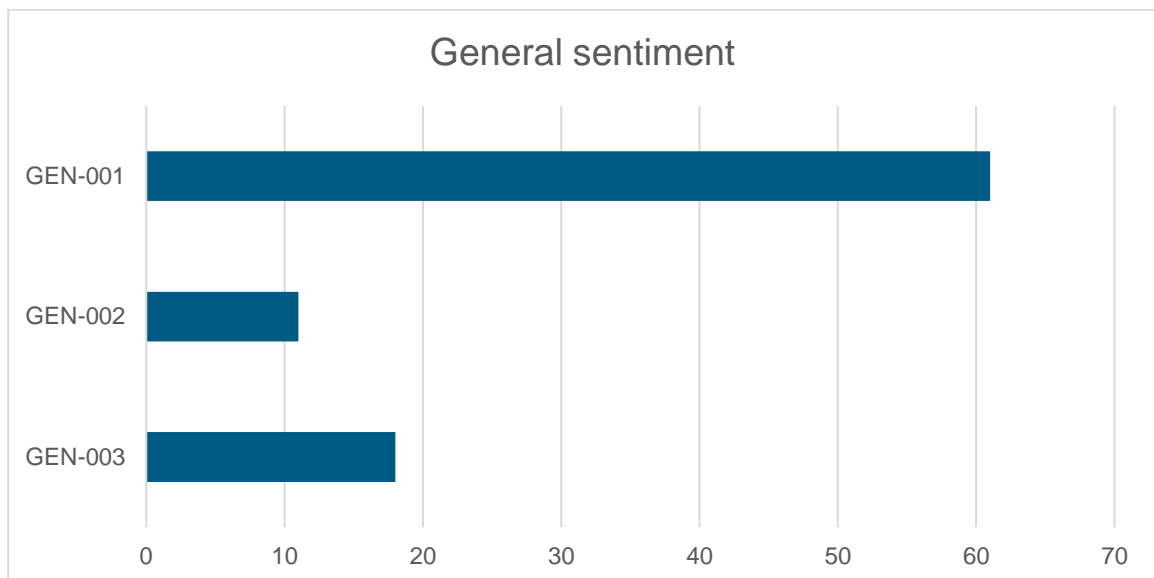
4.1. Overview

- 4.1.1. The feedback form asked questions to determine respondents' views on the proposals put forward as part of the engagement activity. All responses have been analysed, with the results presented in this chapter. Percentages have been rounded to the nearest whole number and, as such, the totals may not equal 100.
- 4.1.2. Responses to free text questions have been coded, following the process described in chapter 2, to identify recurring themes amongst the comments. The most frequently recurring themes are presented in tables within the report, while full frequency tables are included in [Appendix F](#).
- 4.1.3. The full list of responses received are included in [Appendix H](#).

4.2. General sentiment

- 4.2.1. General sentiment of all responses received was determined by considering whether respondents provided positive, negative or neutral feedback.
- 4.2.2. As Figure 4 General sentiment of feedback received illustrates, of all feedback received during the preferred route option engagement activity period, overall, 69% was positive, 12% negative and 19% neutral (or undetermined).

Figure 4 General sentiment of feedback received



4.3. Most frequently raised comments and concerns

4.3.1. Table 2 shows the most frequent comments received throughout the engagement period which ran from 2 June to 28 July 2023. A table of all the codes can be found in [Appendix F](#).

Table 2 Most frequent comments received

Code	No. of comments
Overall positive feedback (GEN-001)	61
Agree with the preferred route option selected for the LTS (ROP-001)	52
Speed of delivering the LTS is important (PRT-001)	28
Overall neutral feedback (GEN-003)	17
Comments on current issues affecting the A83 Rest and Be Thankful and other contextual issues around the need for improvements (EXS-001)	16
Query or concern about the catch pit or debris flow shelter (DES001)	2
Query about cost of the LTS and other options considered (COS-001)	14
Request to see active travel opportunities included as part of the LTS (ACT-001)	13
Concern or query about the closure of the A83 Rest and Be Thankful during construction (CON-001)	12

Exhibition

4.3.2. A total of 23 comments were received about the exhibition (virtual room and public exhibitions).

4.3.3. Of these 23 comments, nine respondents provided positive feedback about the public exhibitions, and three respondents provided negative feedback about the public exhibitions.

4.3.4. Furthermore, four respondents requested exhibition materials in a different format to that provided in the virtual exhibition room.

4.3.5. Four respondents suggested that further engagement was needed, including engagement in Campbeltown, as the communities there are also impacted by the A83 Rest and Be Thankful.

4.3.6. Three respondents made other comments about the exhibition which can be found in [Appendix F](#).

Project timeline

- 4.3.7. A total of 32 comments were received about the project timeline. This included 28 comments stressing the importance of delivering the LTS as quickly as possible. Four comments also requested the project timescales to be communicated.

Route options

- 4.3.8. A total of 84 comments were received about the route options considered for the LTS.
- 4.3.9. Of these, 52 comments agreed with the preferred route option selected for the LTS (Brown Option). Seven comments suggested that the preferred route option would not solve the issues at the A83 Rest and Be Thankful. Moreover, eight respondents referred to similar structures being used successfully in Europe or elsewhere.
- 4.3.10. A total of 17 respondents stated that they preferred a different route option than that selected, with 11 of these respondents preferring a viaduct option (although not all respondents specified whether this was the purple option or the yellow option, as both include a viaduct).
- 4.3.11. Other, less frequently occurring comments were made about the route options, which can be found in [Appendix F](#).

Structure design (debris flow shelter and catch pit)

- 4.3.12. A total of 33 comments were made about the design of the debris flow shelter and catch pit.
- 4.3.13. Of these, 14 queries or concerns were raised about the structure, including shelter height and functionality of the catchpit.
- 4.3.14. Five queries or concerns were raised about maintenance, including how the catch pits would be emptied of debris.
- 4.3.15. Six positive comments were received about the open columns, light and ventilation; three queries or concerns were raised about the light and ventilation within the debris flow shelter.
- 4.3.16. Other less frequently occurring comments were made about the structure design, which can be found in [Appendix F](#).

Environment

- 4.3.17. A total of 23 total comments were received about the integration of the LTS into the landscape.

- 4.3.18. Of these, nine respondents believed that the preferred route option had a positive visual impact on the landscape. Equally, 11 respondents thought the structure had a negative visual impact on the landscape and three respondents provided suggestions for how to further integrate the structure into the landscape, including the debris flow shelter roof.
- 4.3.19. Other, less frequently occurring comments were made about the structure design, which can be found in [Appendix F](#).

Construction

- 4.3.20. A total of 19 comments were received about construction of the LTS.
- 4.3.21. Of these 12 comments raised concerns about the impact of closing the A83 at the Rest and Be Thankful to construct the LTS.
- 4.3.22. Seven comments were made about the MTS, including comments about the importance of the OMR and queries regarding the resilience of the route.

Cost

- 4.3.23. A total of 18 comments were received regarding the cost of the project.
- 4.3.24. 14 of these comments raised queries about the cost of the preferred route option or about the costs for various route options that were considered.
- 4.3.25. Four comments stated that the project was a waste of time and or money.

Community benefits

- 4.3.26. A total of six respondents provided suggestions regarding additional benefits to the community. These included improving the parking area, providing additional rest areas, viewpoints, toilets, and café, and upgrading the forestry roads.

Active travel

- 4.3.27. A total of 14 respondents wanted to see active travel opportunities as part of the LTS.

Existing situation

- 4.3.28. A total of 16 comments were made referring to current issues with the existing A83 trunk road.

Other

- 4.3.29. A total of four comments were made which were unrelated to the A83 scheme. This included comments about ferry services and the A82 road scheme.

5. Responses to questions raised

- 5.1.1. The engagement activity period provided members of the public and interested groups an opportunity to ask questions about the preferred route option.
- 5.1.2. Some direct questions were raised by respondents within their feedback submission. These were captured as part of the analysis through a dedicated code (see [Appendix F](#)).
- 5.1.3. Questions were raised regarding project costs, the design and functionality of the debris flow shelter and catch pit, active travel and emergency services, engagement, construction and visual impact.
- 5.1.4. Details of the questions raised with responses are contained in [Appendix H](#).

6. Summary and next steps

6.1. Summary of feedback received

- 6.1.1. The Access to Argyll and Bute (A83) engagement activity was held between 2 June and 28 July 2023. During this period, a virtual exhibition room was available online with four in-person public exhibitions, two in Arrochar and two in Lochgilphead to allow people to view information about the preferred route option for the LTS.
- 6.1.2. In total there were 220 people who attended the public exhibitions which were held from the 12 to the 15 June 2023.
- 6.1.3. Transport Scotland received a total 89 responses to their request for feedback through an online form, hard copy form, email responses and by phone as detailed in Table 1: Methods used to provide feedback.
- 6.1.4. Overall, the feedback received was supportive of the preferred route option for the LTS to the challenges at the A83 Rest and Be Thankful, with 69% of all feedback received being positive, 12% negative and 19% neutral.
- 6.1.5. The most frequently recurring comments included those that expressed agreement with the preferred route option selected for the LTS (52 total comments), followed by the importance to deliver the LTS as soon as possible (28 total comments). Several comments were also made about the existing issues affecting the A83 at the Rest and Be Thankful (16 total comments) and queries about the debris flow shelter and catch pit (14 total comments).
- 6.1.6. Transport Scotland and AWJV are using the feedback provided by stakeholder and the public to inform ongoing assessment and design work.

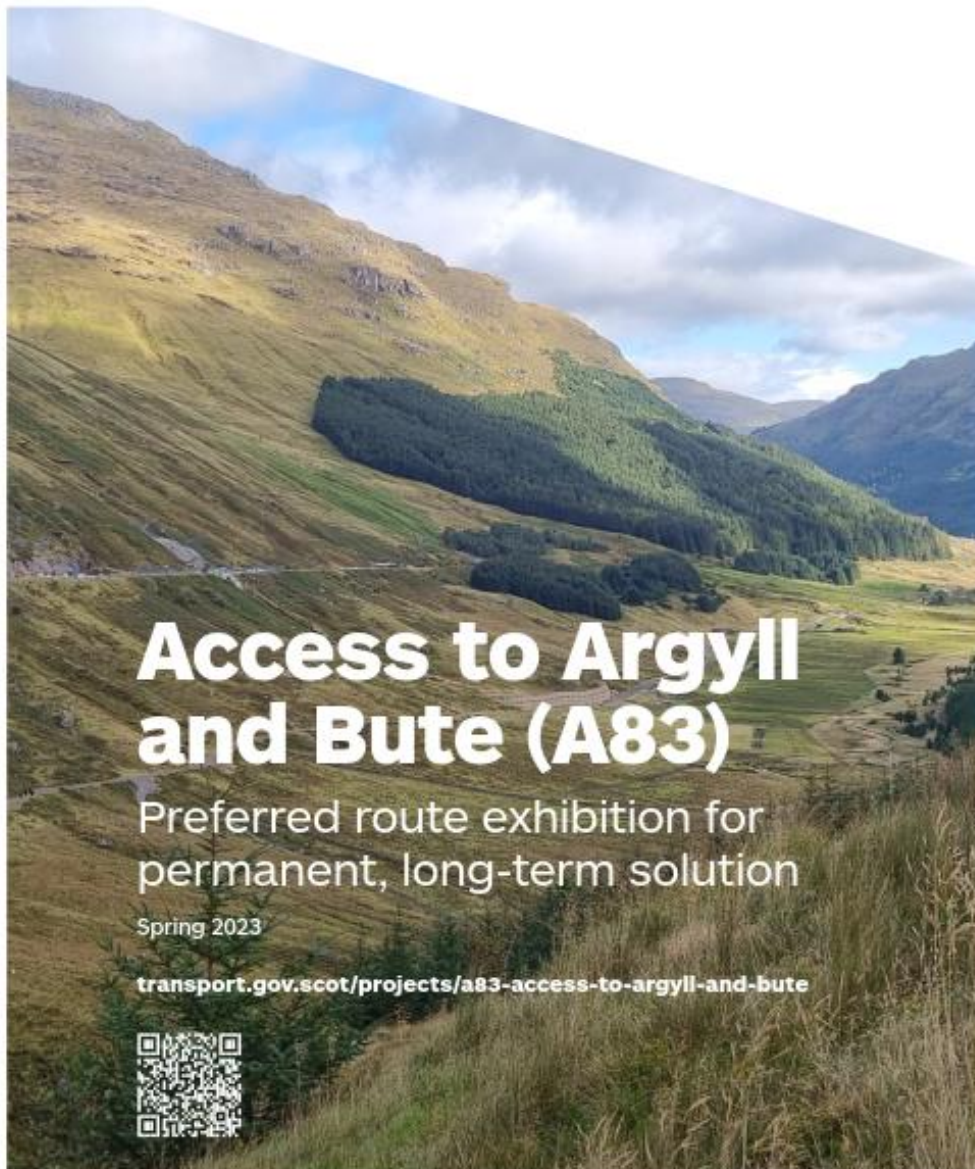
6.2. Next steps

- 6.2.1. Emails of acknowledgement were issued to all those who provided feedback, see [Appendix G](#). Further detailed email responses were issued to those whose queries require further information, see [Appendix H](#).
- 6.2.2. The preferred route option engagement activity marks the conclusion of the DMRB Stage 2 Design. The DMRB Stage 3 Design and Assessment process is now underway.

- 6.2.3. As Stage 3 progresses, Transport Scotland will continue to engage with key stakeholders and communities affected by the issues at the A83 Rest and Be Thankful. Transport Scotland will be sharing information with community councils and updating stakeholders across Argyll and Bute as the scheme develops through the A83 Story Map. The A83 Story Map also includes a “*contact us*” section where feedback or questions can be raised at any time. Transport Scotland will continue to provide opportunities for input from members of the public through drop-in sessions and Draft Order exhibitions over this next period.

Appendix A. Exhibition materials

A4 brochure (printed and pdf online version)



Access to Argyll and Bute (A83): Preferred Route

Introduction

Transport Scotland has been taking forward option assessment work for the Access to Argyll and Bute (A83) project.

This leaflet provides an overview of the preferred route that has been selected as the permanent, long-term solution to the challenges at the Rest and Be Thankful. It also summarises the detailed assessment work that is being carried out as part of the ongoing design development.

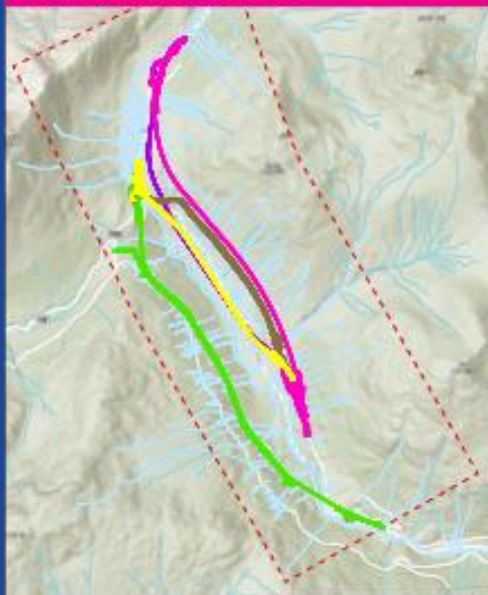
A feedback form is available at the public exhibition and online via the virtual exhibition room.



Background

The Access to Argyll and Bute (A83) project team has been commissioned with developing a safe and resilient road to Argyll and Bute to address the landslide issues at the Rest and Be Thankful.

Glen Croe corridor with options selected for DMRB Stage 2 assessment



The A83 is one of the two east-west strategic trunk road network connections between Argyll and Bute and the Central Belt. The section through the Rest and Be Thankful (Glen Croe) is increasingly affected by landslides, with the most significant recorded landslides occurring in August and September 2020. Following these unprecedented events, the former Cabinet Secretary instructed Transport Scotland to look at a long-term, resilient, and sustainable solution to the problem of landslides in Glen Croe.

Timeline of actions to date:

October 2020

Public consultation on the 11 proposed route corridor options

March 2021

Glen Croe corridor identified as the preferred route corridor and initial feedback obtained on the five route options

April 2021

Publication of Design Manual for Roads and Bridges (DMRB) Stage 1 Report and Strategic Environmental Assessment (SEA) Report

September 2022

Atkins WSP Joint Venture (AWJV) appointed to take forward next stages of design for both the medium and long-term solutions

December 2022

Improvements to the existing Old Military Road identified as the preferred option for the medium-term solution

Spring 2023

Preferred route for permanent, long-term solution announced

June 2023

Preferred route exhibitions

Throughout

A83 Story Map updates

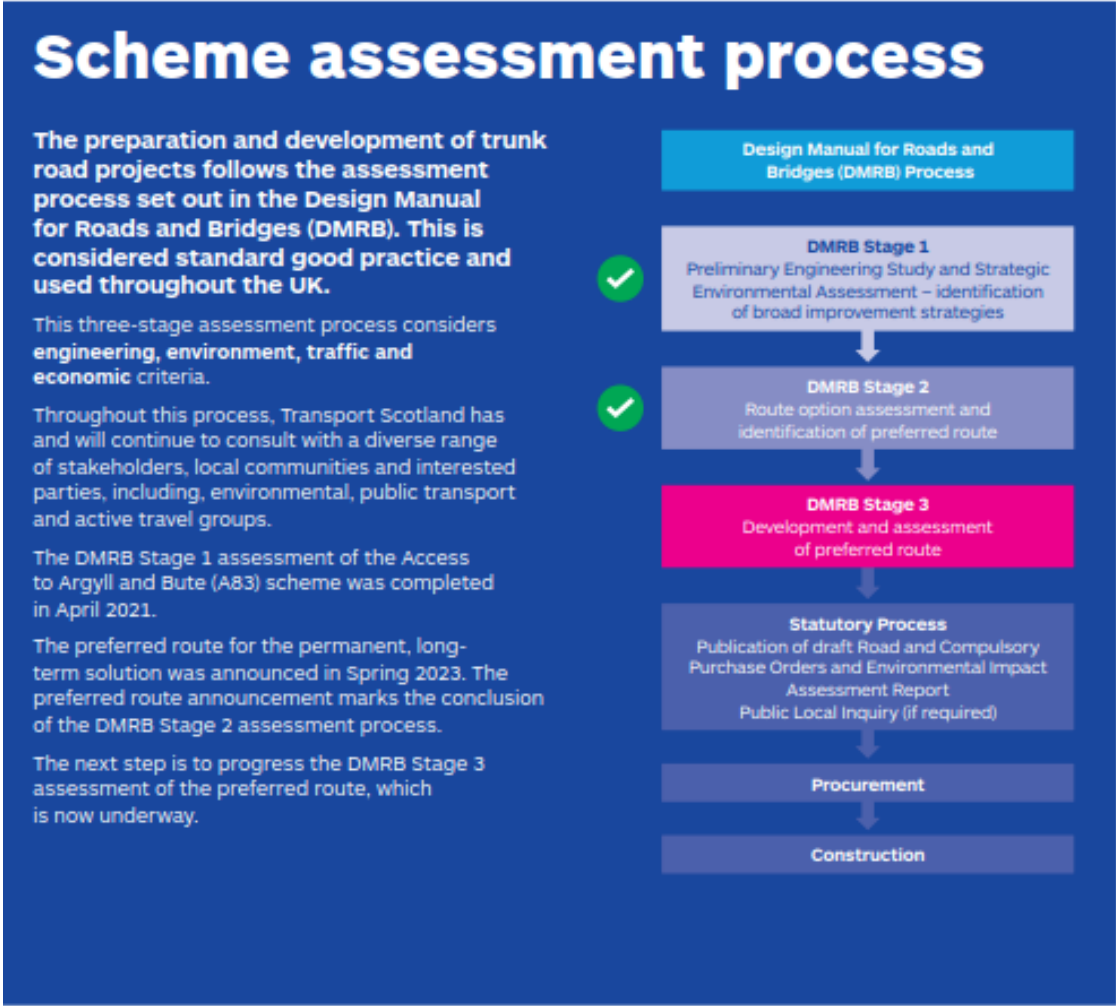
Access to Argyll and Bute (A83): Preferred Route

Scheme objectives

The design and assessment considers the performance of options against the scheme objectives, and the Scottish Government's five appraisal criteria, namely; environment, safety, economy, integration and accessibility and social inclusion.

The scheme objectives can be summarised as;

- Resilience** Reduce the impact of travel disruption
- Sustainable travel** Facilitate bus and active travel choices
- Safety** Positively contribute toward the Scottish Government's Vision Zero road safety target
- Environment** Protect the environment, including the benefits local communities and visitors obtain from natural environment and landscape
- Economy** Reduce geographic and economic inequalities through improved connectivity



Access to Argyll and Bute (A83): Preferred Route

Scheme options



The **Green Option** is located on the western side of Glen Croe, opposite to the existing A83, on the lower slopes of Ben Donich.

Due to landslip risks on the lower and upper Ben Donich slopes, a debris flow shelter with catch pit has been included along the majority of the **Green Option** to protect road users from future debris flow and landslides. The total route is 4.35km long with two viaduct structures to cross the Croe Water and the steep ravine.

The **Yellow Option** is predominantly situated away from the existing A83 on the lower slopes of Beinn Luibhean, below the existing A83 and the Old Military Road.

The route is 2.5km long, with 1.8km of the route on a viaduct up to 90m above the ground. The remaining lengths are on an embankment. The **Yellow Option** has been moved to the lower lying ground below the Old Military Road following design refinement.



The **Brown Option** is generally located on the existing A83 and is 2.4km long. To protect road users from debris flows and landslides, a structure known as a debris flow shelter is required to cover part of the road considered to be at higher risk.

The **Brown Option** has evolved to include a catch pit on the uphill side of the flow shelter structure to channel landslip material safely away from the road.

The **Purple Option** is predominantly situated away from the existing A83 on the lower slopes of Beinn Luibhean, below the existing A83 and the Old Military Road.

The **Purple Option** is 3.7km long, with around 1.48km of the route on a viaduct up to 52m above the ground. There is also a 1.2km tunnel located beneath the Old Military Road, existing A83 and slopes of Beinn Luibhean. A new junction at the B828 would be required.



The **Pink Option** is located mostly away from the existing A83. The route is 3.94km long, located to the east of the existing A83 road, beneath the western slopes of Beinn Luibhean. The route includes a tunnel which is 3km long.

Similar to the **Purple Option**, the **Pink Option** will require a new junction to maintain access at the B828.

Access to Argyll and Bute (A83): Preferred Route

Assessment

Environmental, engineering and traffic impacts of the Scheme Options have been assessed as part of **DMRB Stage 2**, which has now been completed. Environmental, engineering, traffic and economic assessments will also inform the development of the preferred route at **DMRB Stage 3**, which will be reported in an **Environmental Impact Assessment Report** and other **Stage 3 Reports**.

Environmental assessment

The **environmental assessment** considers, but is not limited to, the following topics:

- **Air quality:** Traffic-related changes at sensitive receptors.
- **Noise and vibration:** Traffic-related changes at sensitive receptors.
- **Population and human health:** Land-use changes, agriculture and forestry effects, walkers, cyclists and horse riders, and severance of routes used by the community. Travellers using the new road.
- **Materials assets and waste:** Material resources and waste management.
- **Cultural heritage:** Archaeological remains, battlefields, landscapes and historic buildings.
- **Landscape and visual:** Landscape character (including designated areas).



A83 and Old Military Road from the Rest and Be Thankful Viewpoint car park

Engineering assessment

The **engineering assessment** considers, but is not limited to, the following topics:

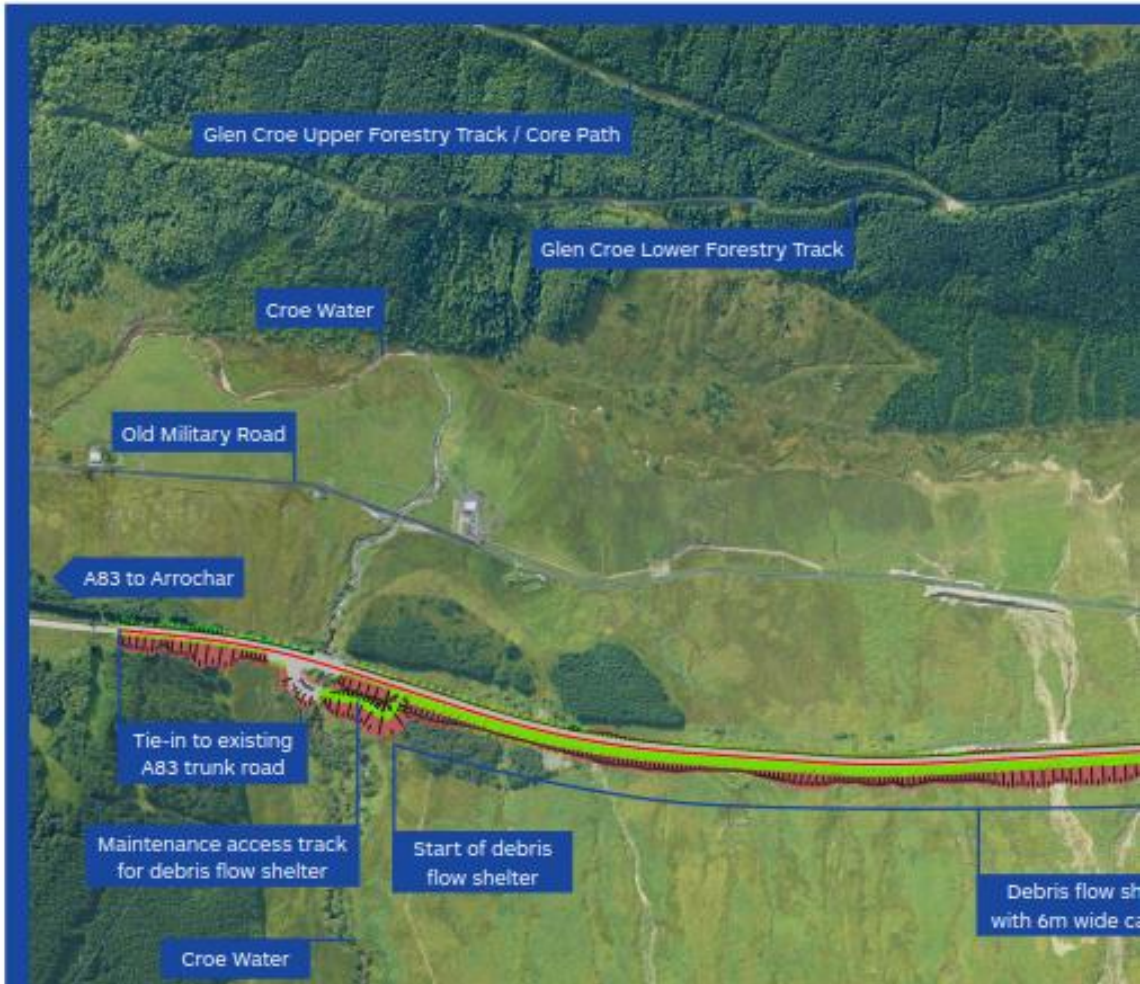
- **Local roads and accesses:** The impact on local roads and accesses which connect directly with the A83 carriageway or alternatively run adjacent to the A83 carriageway.
- **Construction duration:** The length of time taken to construct each of the Scheme Options.
- **Resilience:** Events on Beinn Luibhean slope: Resilience relates to the closure of the A83 resulting in diversions for road users.
- **Alignment with standards:** Considers the alignment of the design with the relevant engineering standards.
- **Topography and land use:** Within the corridor the existing topography and land use varies considerably over the project extents.
- **Geotechnics and earthworks:** Complexity and extent of geotechnical works.

Traffic and economic assessment

The **traffic and economic assessment** considers the traffic and economic performance of the Scheme Options, including consideration of the ways the options improve the resilience, safety and operation of the route.

The A83 is considered key infrastructure in supporting the wider national economy through; connecting businesses and communities, facilitating access to essential services, and supporting jobs and activities in industries such as healthcare, education, aquaculture, forestry, tourism, energy and renewables. Therefore, consideration of the **wider economic benefits** also forms a key part of the assessment.

Access to Argyll and Bute (A83): Preferred Route



Preferred route

The preferred route for the permanent, long-term solution at the A83 Rest and Be Thankful is the **Brown Option** and is shown above.

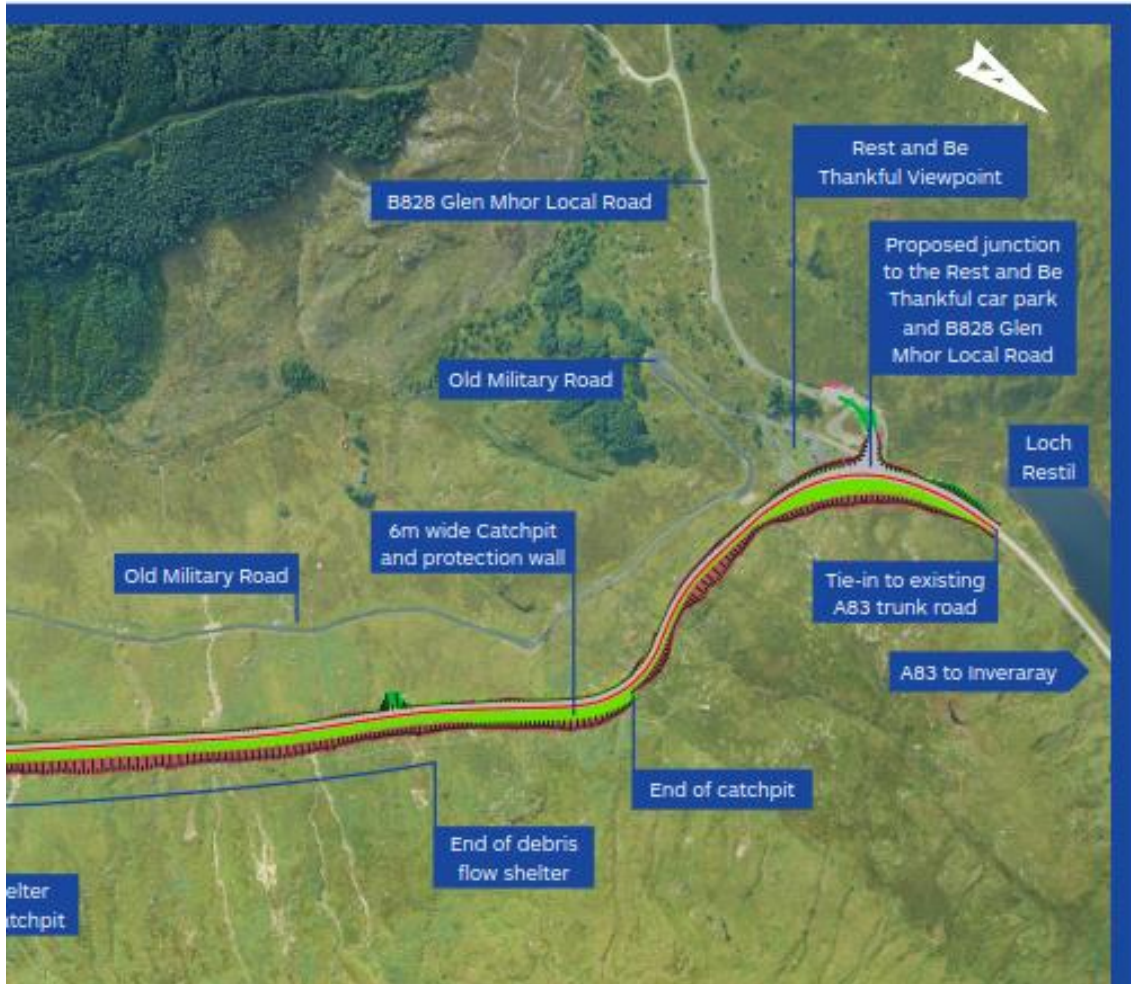
The new A83 Rest and Be Thankful will provide:

- Improved resilience and operational safety of the trunk road network by reducing the impact of disruption for travel to, from and between Argyll and Bute and the Central Belt of Scotland.
- The most favourable performance across a broad range of environmental criteria.

- The greatest potential to be delivered quickly as well as providing an opportunity to encourage sustainable travel.

The preferred route will be subject to further design and development as the scheme progresses, with particular focus on minimising disruption to road users during construction. Environmental mitigation and sustainable travel facilities, which will include bus and active travel, will also be incorporated into the design as part of the **DMRB Stage 3** assessment.

Access to Argyll and Bute (A83): Preferred Route



Medium-term solution

Recognising the frustration to local communities and businesses of landslides at the A83 Rest and Be Thankful, in March 2021 Transport Scotland committed to developing a **medium-term solution** to address the urgency of the issue.

The purpose of the **medium-term solution** is to deliver a **safe, proportionate and more resilient** diversion route when the A83 is closed until the permanent, long-term solution is constructed.

On 23 December 2022, the former Minister for Transport announced that the **medium-term solution** would consist of a programme of improvements to the **Old Military Road**.

These improvements will provide an improved Old Military Road by:

- ✦ Reducing journey times by increasing the extent of two-way operation.
- ✦ Improving the safety and resilience of the Old Military Road by including landslide protection measures such as bunds and fences.

These interventions will be in place prior to construction of the permanent, long-term solution to reduce the disruption to road users during the construction period. We are working at pace to ensure the medium-term improvements will start on site before the end of the year.

Access to Argyll and Bute (A83): Preferred Route

What happens next?

Transport Scotland and their consultant AWJV will continue to develop the preferred route and look for opportunities to deliver the permanent, long-term solution as quickly as possible.

The next stage of the assessment process will include:

- Further detailed ground investigation.
- Design development and refinement of the preferred route, including opportunities to reduce disruption during construction.
- Further consultation with affected parties, statutory bodies, the A83 Taskforce, community councils and other relevant interest groups.
- Design development of sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities.
- Environmental surveys.
- Identification of the land required for the scheme and preparation of draft Orders.

The **DMRB Stage 3** assessment will conclude with the publication of **draft Road Orders** and an **Environmental Impact Assessment Report**.

The **Road Orders** provide the statutory authority to construct new roads and to improve and maintain Scotland's roads. The **Compulsory Purchase Order** will define the extent of land required to construct, operate and maintain the scheme.

Comments and feedback

Transport Scotland welcomes your comments and feedback on the preferred route.

Comments can be made via the online feedback form.

Comments can also be sent via email to: a83@transport.gov.uk

Alternatively post to:

A83 Access to Argyll and Bute Team,
Transport Scotland, George House,
2nd Floor, 26 Hanover Street,
Glasgow, G1 1AD



Further information

If you would like to contact AWJV, details for their stakeholder team are:

Tel: 0131 316 8293 **Email:** A83@wsp.com

By post: Atkins WSP Joint Venture, 110 Queen St, Glasgow G1 3BX

All of the information presented in this leaflet is available on the virtual exhibition room:

[pinpointcloud.co.uk/
accesstoargyllandbuteA83](https://pinpointcloud.co.uk/accesstoargyllandbuteA83)

Transport Scotland will consider your comments and feedback to help inform the development and assessment of the preferred route, and all submissions will be shared with our consultant as required. We may also use your submission to inform future reports or public documents related to this activity.

If you choose to provide contact details with your submission, Transport Scotland will only use these details to keep you updated with the progress of this project. Your personal data will be deleted in line with our records retention and disposal policy (available at gov.scot/publications/scottish-government-records-management-plan-2/). You can opt out of receiving updates from Transport Scotland at any time by contacting the project team using the above contact details.

The provision of contact details is optional and your comments will still be considered if provided anonymously. However, Transport Scotland will be unable to respond to your submission if you choose not to provide these details.

If you want to make a complaint about how we have handled your personal data or exercise any of your rights under the UK GDPR, please contact dpa@transport.gov.scot.



Please take the time to consider the information presented and provide any comments you may have as soon as possible and by 28 July 2023.



A4 feedback form (printed and pdf version online)

Access to Argyll and Bute (A83)



Preferred route exhibition for
permanent, long-term solution

Feedback form

Thank you for visiting our Access to Argyll and Bute (A83) preferred route public exhibition for the permanent, long-term solution at the Rest and Be Thankful.

We would be grateful if you could take the time to provide feedback or any comments you may have on the material presented and return this form to us by email or post (details on the reverse) by **28 July 2023**.

Transport Scotland will use the content of your feedback form to help inform the development and assessment of the preferred route. All completed feedback forms will be shared with our consultant Atkins WSP Joint Venture.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Transport Scotland and its agents will process any personal information provided on this form and it will be recorded solely for the purpose of the Access to Argyll and Bute (A83) project and in accordance with the General Data Protection Regulation (GDPR).

PLEASE USE THE BACK OF THIS FORM TO RECORD YOUR COMMENTS OR FEEDBACK

1. We would appreciate your feedback on the preferred route for the permanent, long-term solution.

2. Please provide any additional information here.

Please email or post your completed feedback form by **28 July 2023** to the project team.

Email to: A83@WSP.com

Or by post to: **Atkins WSP Joint Venture, 110 Queen Street, Glasgow, G1 3BX**

For further information and access to the online feedback form, please visit the virtual exhibition room:

pinpointcloud.co.uk/accesstoargyllandbuteA83



Transport Scotland will consider your comments and feedback to help inform the development and assessment of the preferred route, and all submissions will be shared with our consultant as required. We may also use your submission to inform future reports or public documents related to this activity.

If you choose to provide contact details with your submission, Transport Scotland will only use these details to keep you updated with the progress of this project. Your personal data will be deleted in line with our records retention and disposal policy (available at gov.scot/publications/scottish-government-records-management-plan-2/). You can opt out of receiving updates from Transport Scotland at any time by contacting the project team using the above contact details.

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A4 poster (printed and pdf online version)

Access to Argyll and Bute (A83)



Preferred route exhibitions for permanent, long-term solution



Public exhibitions are being held from 12 to 15 June 2023.

These exhibitions will give local communities and road users the opportunity to see and comment on the preferred route for the permanent, long-term solution to the challenges at the Rest and Be Thankful.

Transport Scotland officials and their consultant Atkins WSP Joint Venture will be on hand to discuss the preferred route and answer any questions.

Details of the public exhibitions are as follows:

The Three Villages Hall, Arrochar, G83 7AB

Monday 12 June, 12noon to 7pm

Tuesday 13 June, 10am to 5pm

Lochgilphead Baptist Church, Lochgilphead, PA31 8LP

Wednesday 14 June, 12noon to 7pm

Thursday 15 June, 10am to 5pm

If you are not able to attend the public exhibitions in Arrochar or Lochgilphead, a virtual exhibition is available online at:

pinpointcloud.co.uk/accesstoargyllandbuteA83



A0 and A1 Boards (printed and pdf online version)



Access to Argyll and Bute (A83)

Preferred route exhibition for permanent, long-term solution

transport.gov.scot/projects/a83-access-to-argyll-and-bute



Access to Argyll and Bute (A83): Preferred Route



Welcome

Welcome to this public exhibition for the preferred route for the permanent, long-term solution to the challenges at the Rest and Be Thankful, part of the Access to Argyll and Bute (A83) scheme.

Transport Scotland has undertaken detailed assessment work to develop a safe and resilient permanent solution to the issues faced at the Rest and Be Thankful.

In **September 2020**, 11 potential route corridor options were presented to the public to gather feedback and inform initial design and assessment work. In **March 2021**, the preferred route corridor was announced as the **Glen Croe** corridor and five potential route options were identified for further design work. Feedback was provided on the route options which included tunnels, viaducts and debris flow shelters. Throughout this process, regular updates were provided through the **A83 Story Map** and Transport Scotland has held regular meetings with the **A83 Taskforce**, now being held three times per year.

In **September 2022**, Transport Scotland appointed the Atkins WSP Joint Venture (AWJV) to take forward the design and assessment of both the long-term and medium-term solutions. The preferred route for the medium-term solution was then announced in **December 2022**.

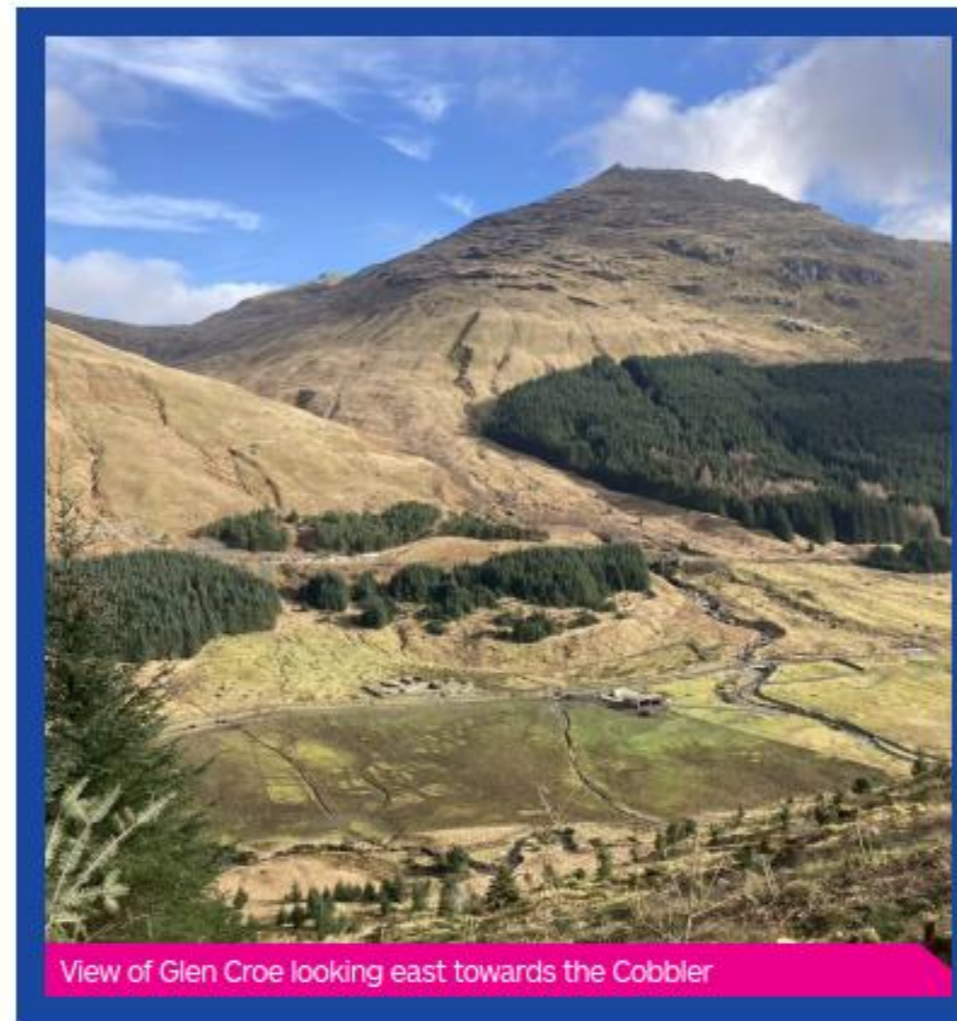
The purpose of this exhibition is to present the **preferred route** that has been selected as the permanent, long-term solution and explain the next steps to deliver this solution for road users of the A83 and local communities.

Transport Scotland and their consultant AWJV will be happy to assist you with any queries you may have in relation to the project.



Member of the SNC-Lavalin Group

i Further information can be found on the project website: transport.gov.scot/projects/a83-access-to-argyll-and-bute



View of Glen Croe looking east towards the Cobbler

i A summary overview leaflet is available for you to take away. There is also a feedback form where we would welcome your feedback and comments.



Access to Argyll and Bute (A83): Preferred Route



Background

The A83 Trunk Road is one of only two east-west strategic trunk road network connections between Argyll and Bute and the Central Belt. The section through the Rest and Be Thankful, also known as Glen Croe, is increasingly affected by landslides.

The most significant recorded landslides at the Rest and Be Thankful occurred in August and September 2020. Following these unprecedented events, the former Cabinet Secretary instructed Transport Scotland to look at a long-term, resilient, and sustainable solution to the problem of landslides in Glen Croe.



A83 and Old Military Road from the Rest and Be Thankful Viewpoint car park

Timeline of actions to date:

- October 2020**
Public consultation on the 11 proposed route corridor options
- March 2021**
Glen Croe corridor identified as the preferred route corridor and initial feedback obtained on the five route options
- April 2021**
Publication of Design Manual for Roads and Bridges (DMRB) Stage 1 Report and Strategic Environmental Assessment (SEA) Report
- September 2022**
Atkins WSP Joint Venture (AWJV) appointed to take forward next stages of design for both the medium and long-term solutions
- December 2022**
Improvements to the existing Old Military Road identified as the preferred option for the medium-term solution
- Spring 2023**
Preferred route for permanent, long-term solution announced
- June 2023**
Preferred route exhibitions
- Throughout**
A83 Story Map updates



Access to Argyll and Bute (A83): Preferred Route



Scheme objectives

The design and assessment considers the performance of options against the **scheme objectives** and the Scottish Government's five appraisal criteria, namely; **environment, safety, economy, integration and accessibility and social inclusion.**

The scheme objectives are:

 <p>Resilience Reduce the impact of disruption for travel to, from and between key towns within Argyll and Bute, and for communities accessed via the strategic road network</p>	 <p>Safety Positively contribute towards the Scottish Government's Vision Zero road safety target by reducing accidents on the road network and their severity</p>	 <p>Economy Reduce geographic and economic inequalities within Argyll and Bute through improved connectivity and resilience</p>
 <p>Sustainable travel Encourage sustainable travel to, from and within Argyll and Bute through facilitating bus, active travel and sustainable travel choices</p>	 <p>Environment Protect the environment, including the benefits local communities and visitors obtain from the natural environment by enhancing natural capital assets and ecosystem service provision through delivery of sustainable transport infrastructure</p>	



Access to Argyll and Bute (A83): Preferred Route



Scheme assessment process

The preparation and development of trunk road projects follows the assessment process set out in the **Design Manual for Roads and Bridges (DMRB)**. This is considered standard good practice and used throughout the UK.

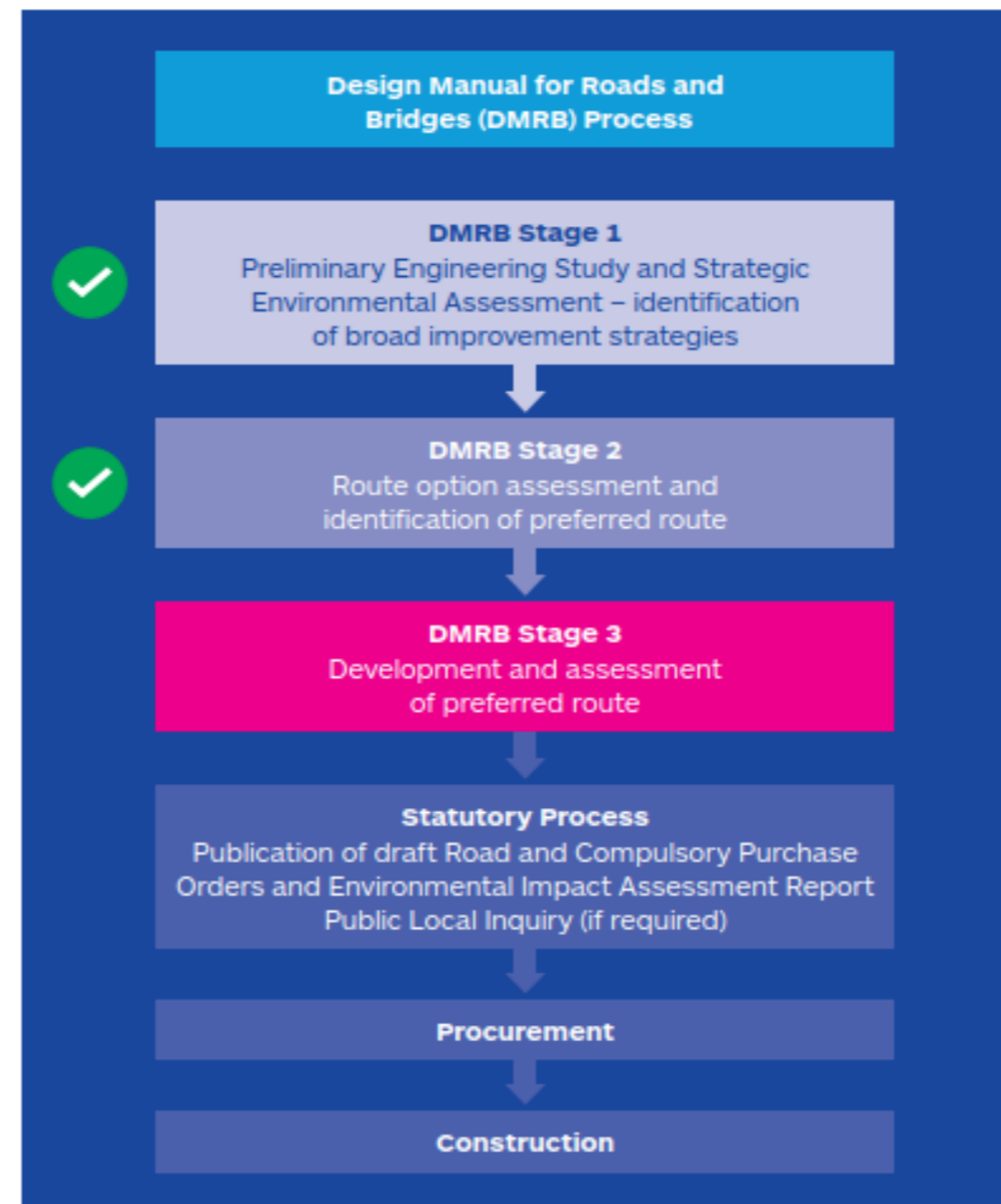
This three-stage assessment process considers **engineering, environment, traffic and economic** criteria.

As an integral part of the process, Transport Scotland has and will continue to consult with a diverse range of stakeholders, local communities and interested parties, including, environmental, public transport and active travel groups.

The **DMRB Stage 1** assessment of the Access to Argyll and Bute (A83) scheme was completed in April 2021.

The **preferred route** for the permanent, long-term solution was announced in Spring 2023 and is available for you to view. The **preferred route** announcement marks the conclusion of the **DMRB Stage 2** assessment process.

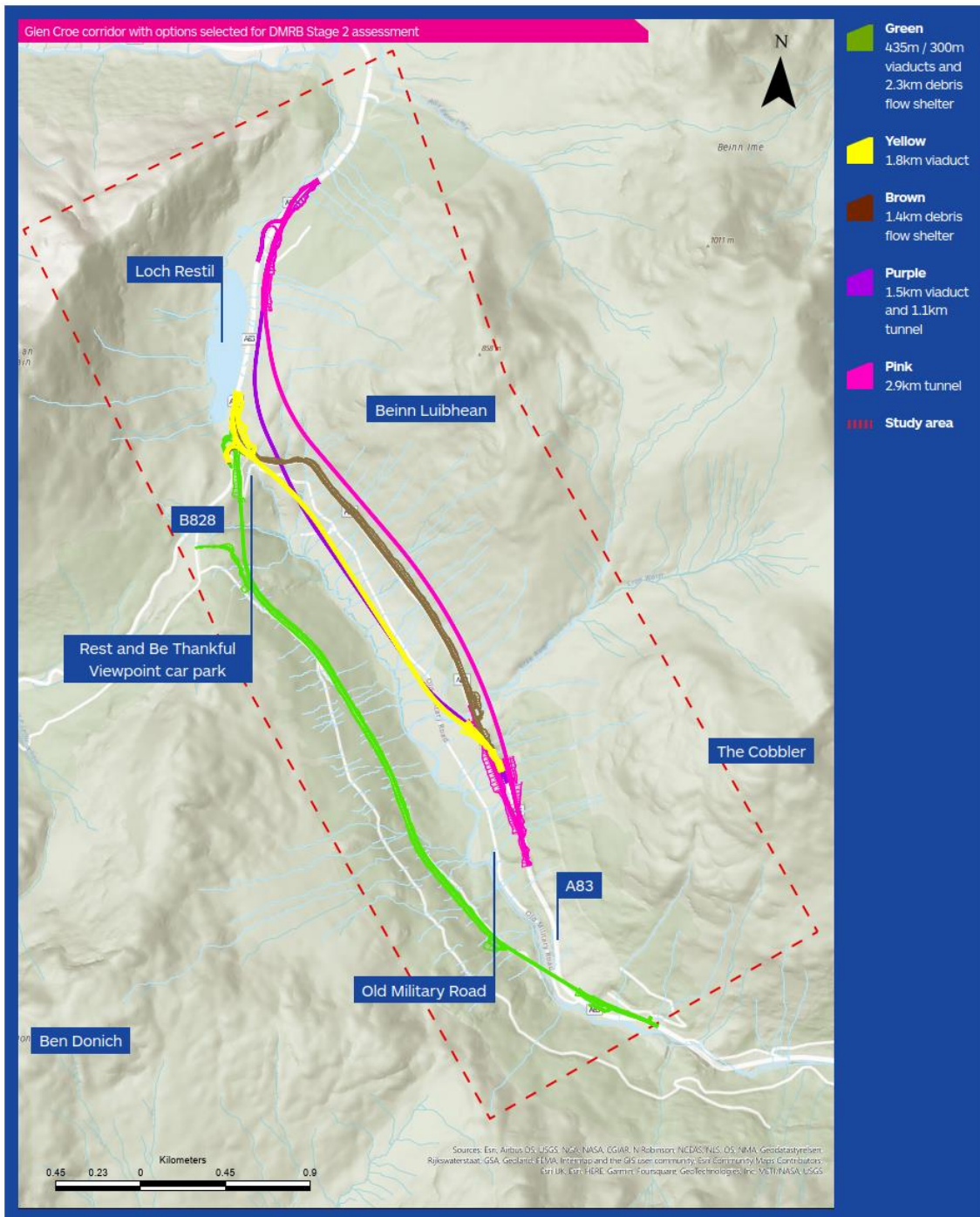
The next step is to progress the **DMRB Stage 3** assessment of the preferred route, which is now underway.



Access to Argyll and Bute (A83): Preferred Route

Scheme options

Permanent, long-term solution options



Access to Argyll and Bute (A83): Preferred Route



Scheme options

The following three panels provide details of the options considered as part of the DMRB stage 2 process and how they were assessed against a range of criteria.

The **Green Option** is located on the western side of Glen Croe, on the lower slopes of Ben Donich. Our assessment has highlighted the potential for landslips on the lower and upper Ben Donich slopes. Therefore, a debris flow shelter with catch pit has been included along the majority of the **Green Option** to protect road users from future debris flow and landslides, similar to that of the Beinn Luibhean slope. The total route is 4.35km long with two viaduct structures to cross the Croe Water at the southern end and the steep ravine at the northern end.



Green Option – Southern viaduct and debris flow shelter

The **Yellow Option** is predominantly situated away from the existing A83 on the lower slopes of Beinn Luibhean, below the existing A83 and the Old Military Road.

The route is 2.5km long, with 1.8km of the route on a viaduct up to 90m above the ground. The remaining lengths to the north and south of the viaduct, are on embankment. Some of the viaduct piers require deflection structures to protect the pier from debris flow and landslides in the future.

The **Yellow Option** has been moved to the lower lying ground below the Old Military Road following design refinement that has considered the impacts resulting from construction and an assessment of resilience. The lower slopes of Beinn Luibhean, where the **Yellow Option** is now located, are less steep and less susceptible to ground movement. This makes the construction of the piers more efficient and reduces the extent of the temporary works.



Yellow Option – Viaduct

Access to Argyll and Bute (A83): Preferred Route



Scheme options



Brown Option – Debris flow shelter

The **Brown Option** is generally located on the existing A83. To protect the road users from debris flows and landslides, a structure known as a debris flow shelter is required to cover part of the road considered to be at higher risk.

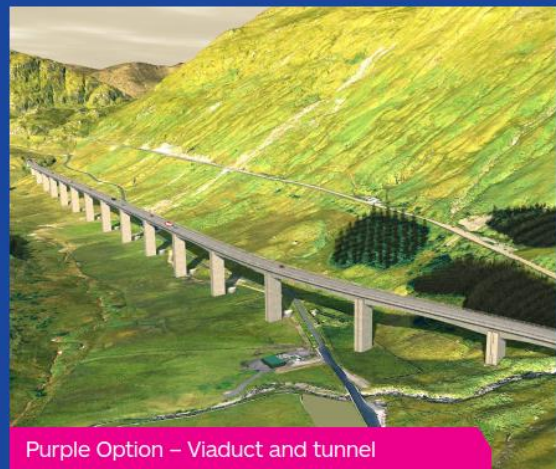
The form of the **Brown Option** has evolved to include a catch pit on the uphill side of the flow shelter structure. The purpose of the catch pit is to channel landslide material, allowing it to be removed safely and efficiently, without adversely impacting the road user or the downstream slope.

The **Brown Option** is 2.4km long, with the flow shelter and catch pit extending to 1.37km. The catch pit and protection wall extends a further 180m to further protect road users below the Beinn Luibhean slope and area of highest vulnerability.

The **Purple Option** is predominantly situated away from the existing A83 on the lower slopes of Beinn Luibhean, below the existing A83 and the Old Military Road where adjacent ground is less steep and less susceptible to movement.

The route is 3.7km long, with around 1.48km of the route on a viaduct up to 52m above ground level. There is also a 1.2km tunnel located beneath the Old Military Road, existing A83 road and slopes of Beinn Luibhean.

As a result of the tunnel, the **Purple Option** bypasses the existing B828 Glen Mhor local road junction and Rest and Be Thankful Viewpoint car park. Therefore, a new junction is required to maintain access. This involves using a section of the existing A83 and creating a new junction to connect the B828 Glen Mhor local road with the **Purple Option** (A83), north-east of Loch Restil.



Purple Option – Viaduct and tunnel



Pink Option – Southern tunnel portal

The **Pink Option** is located mostly away from the existing A83. The route is 3.94km long, located to the east of the existing A83 road, beneath the western slopes of Beinn Luibhean. The route includes a tunnel which is 3km long.

Similar to the **Purple Option**, the **Pink Option** bypasses the existing B828 Glen Mhor local road junction and Rest and Be Thankful Viewpoint car park, requiring a new junction to maintain access.

Access to Argyll and Bute (A83): Preferred Route

Assessment process



Environment, engineering and traffic and economic impacts of the Scheme Options have been assessed as part of **DMRB Stage 2**, which has now been completed. Environmental, engineering, traffic and economic assessments will also inform the development of the preferred route at **DMRB Stage 3**, which will be reported in an **Environmental Impact Assessment Report** and other **Stage 3 Reports**.

Environmental assessment

The environmental assessment considers the following topics:

- **Air quality:** Traffic-related changes at sensitive receptors (e.g. residential areas, schools, hospitals).
- **Noise and vibration:** Traffic-related changes at sensitive receptors (e.g. residential areas, schools, hospitals).
- **Population and human health:** Land-use changes, agriculture and forestry effects, walkers, cyclists and horse riders, and severance of routes used by the community. Travellers using the new road.
- **Materials assets and waste:** Material resources, waste management.
- **Cultural heritage:** Archaeological remains, battlefields, landscapes and historic buildings.
- **Landscape and visual:** Landscape character (including designated areas), effects on topography and potential visual impacts affecting views from properties and on people outdoors.
- **Geology and soils:** Geological and soil resources, including designated sites. Groundwater, private water supplies, other sources of drinking water.
- **Road drainage and the water environment:** Flooding and flood risk, water quality, drainage and river processes, forms and sediments.
- **Major accidents and disasters:** Considers the vulnerability of scheme to risks from either major accidents or disasters.
- **Biodiversity:** Effects on designated ecological sites, and on important habitats (including rivers and woodlands) and species.
- **Effects on climate:** Considers the climate emissions assessment, i.e. the potential effects to the climate.
- **Climate vulnerability:** Considers the impact of climate change and associated extreme weather in the context of the scheme.

Engineering assessment

The engineering assessment considers the following topics:

- **Local roads and accesses:** The impact on local roads and accesses which connect directly with the A83 carriageway or alternatively run adjacent to the A83 carriageway.
- **Construction duration:** The length of time required to construct each of the scheme options.
- **Resilience:** Events on Beinn Luibhean slope: Resilience relates to the closure of the A83 resulting in diversions for road users. This includes risk of unplanned closures due to external factors, but specifically landslide events at Beinn Luibhean.
- **Alignment with standards:** Considers the alignment of the design with the relevant engineering standards, including an assessment of where refinement of standards have been incorporated whilst still providing a safe and resilient solution.
- **Topography and land use:** Considers how the scheme options interface with the existing topography and land use.
- **Geotechnics and earthworks:** Complexity and extent of geotechnical works.
- **Hydrology:** Considers the complexity of the drainage system and culverts noting other hydro/hydromorphology elements are considered in the environmental assessment.
- **Structures:** All scheme options include for a significant number of structures including bridges, underpasses and retaining structures. This factor considers the design complexity of said structures both in relation to construction and maintenance.
- **Utilities:** Considers the impact of underground and overhead Public Utilities within the extents of the project, including the provision of services to support construction and operation.
- **Constructability (disruption):** Considers disturbance to road users during construction.
- **Operation and maintenance:** Considers the impacts of operation and maintenance interventions to structures, tunnels, flow shelters and engineered slopes.

Traffic and economic assessment

The traffic and economic assessment considers the traffic and economic performance of the Scheme Options, including consideration of the ways the options improve the resilience, safety and operation of the route.

The A83 is considered key infrastructure in supporting the wider national economy through; connecting businesses and communities, facilitating access to essential services, and supporting jobs and activities in industries such as healthcare, education, aquaculture, forestry, tourism, energy and renewables. Therefore, consideration of the **wider economic benefits** also forms a key part of the assessment.

Access to Argyll and Bute (A83): Preferred Route



Preferred route

The preferred route for the permanent, long-term solution at the A83 Rest and Be Thankful is the Brown Option and is shown on the following exhibition panels.

Key features

- 2.4km of single carriageway improvements generally located on the existing A83
- 1,370m of debris flow shelter and catch pit
- 180m of protection wall and catch pit
- Improved junction with the B828 Glen Mhor local road
- Construction on the existing A83 will require temporary traffic management during construction, including diversion to the Old Military Road which will be upgraded as part of the medium-term solution (MTS). Further details of the MTS can be found on a later panel

Key benefits

- Improved resilience and operational safety of the trunk road network by reducing the impact of disruption for travel to, from and between Argyll and Bute and the Central Belt of Scotland
- The greatest potential to be delivered quickly
- Most favourable performance across a broad range of environmental criteria, including; cultural heritage, visual, population and human health, climate and materials and waste
- The greatest opportunity to encourage sustainable travel

The preferred route will be subject to further design and development as the scheme progresses, with particular focus on minimising disruption to road users during construction. Environmental mitigation and sustainable travel facilities, which will include bus and active travel, will also be incorporated into the scheme design as part of the **DMRB Stage 3** assessment.

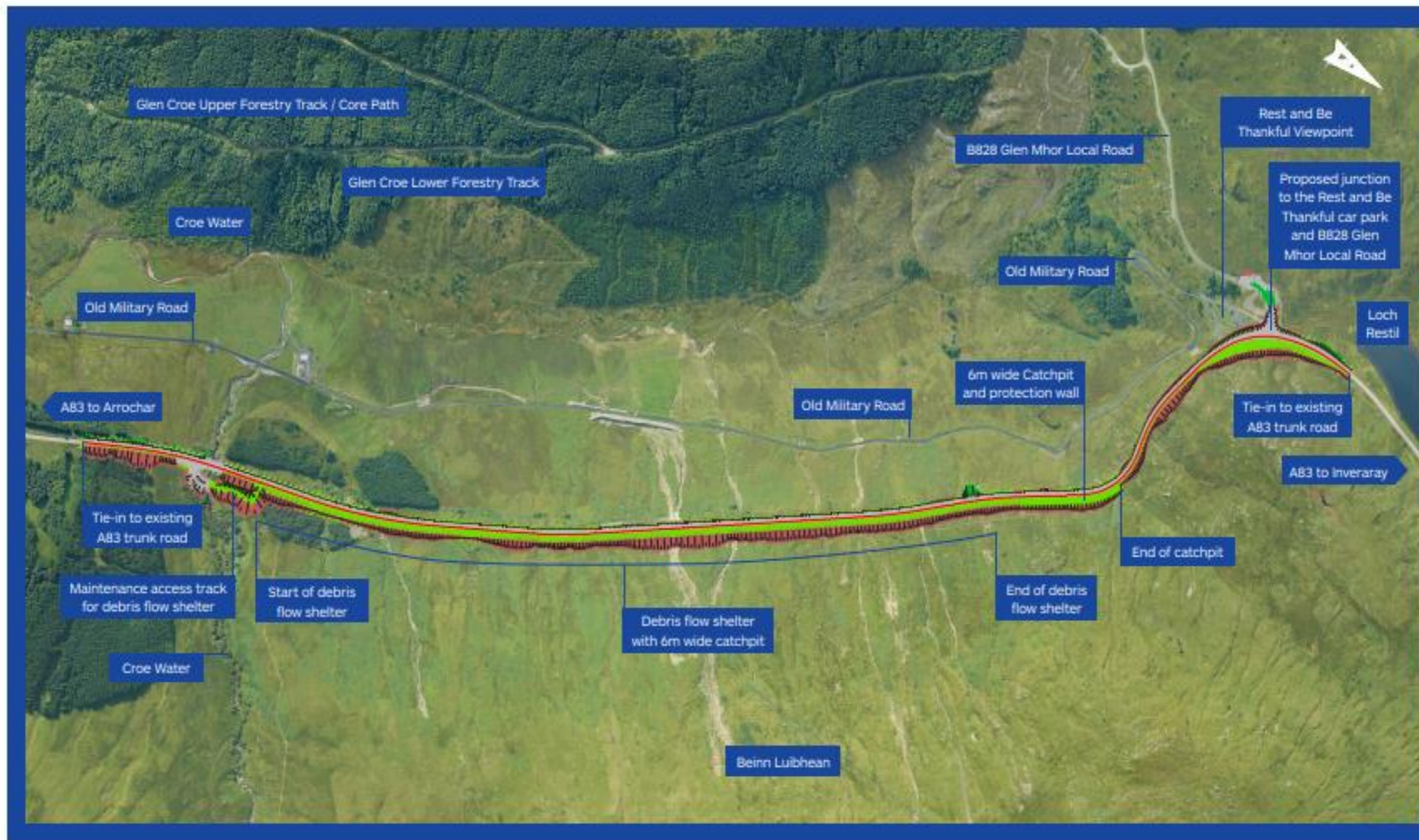


Preferred route looking southbound



Access to Argyll and Bute (A83): Preferred Route

Preferred route plan



Access to Argyll and Bute (A83): Preferred Route



Medium-term solution

Recognising the frustration to local communities and businesses of landslides at the A83 Rest and Be Thankful, in March 2021 Transport Scotland committed to developing a medium-term solution to address the urgency of the issue.

The purpose of the **medium-term solution** is to deliver a **safe, proportionate and more resilient** diversion route when the A83 is closed, until the permanent, long-term solution is constructed.

On 23rd December 2022, the former Minister for Transport announced that the **medium-term solution** would consist of a programme of improvements to the **Old Military Road**.

These improvements will provide an improved Old Military Road by:

- Reducing journey times by increasing the extent of two-way operation.
- Improving the safety and resilience of the Old Military Road by including landslide protection measures such as bunds and fences.

These interventions will be in place prior to construction of the permanent, long-term solution to reduce the disruption to road users during the construction period. We are working at pace to ensure the medium-term improvements will start on site before the end of the year.



Access to Argyll and Bute (A83): Preferred Route



What happens next?

Key site activities, including detailed ground investigation and ecological surveys will continue throughout the summer to inform the on-going assessment.

Transport Scotland and its consultant AWJV will continue to develop the preferred route and look for opportunities to deliver the permanent, long-term solution as quickly as possible.

The next stage is the **DMRB Stage 3** assessment which will conclude with the publication of **draft Road Orders** and an **Environmental Impact Assessment Report**.

The **Road Orders** provide the statutory authority to construct new roads and to improve and maintain Scotland's roads. The **Compulsory Purchase Order** will define the extent of land required to construct, operate and maintain the scheme.

The next stage of the assessment process will include:

- Further detailed ground investigation.
- Design development and refinement of the preferred route, including opportunities to reduce disruption during construction.
- Further consultation with affected parties, statutory bodies, the A83 Task Force, community councils and other relevant interest groups.
- Design development of sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities.
- Environmental surveys.
- Identification of the land required for the scheme and preparation of draft Orders.
- Environmental assessment of the developed preferred route and preparation of an Environmental Impact Assessment Report.
- Development of suitable mitigation measures to reduce impacts on the environment.



Access to Argyll and Bute (A83): Preferred Route



Comments and feedback

Transport Scotland welcomes your comments and feedback on the preferred route. Please take time to consider the information presented here today and provide any comments you may have as soon as possible and by:

28 July 2023



Feedback form

Thank you for visiting our Access to Argyll and Bute (A83) preferred route public exhibition for the permanent, long-term solution at the West and Be Thankful.

We would be grateful if you could take the time to provide feedback or any comments you may have on the material presented at the exhibition. This feedback will be used to inform the development and assessment of the preferred route. All completed feedback forms will be shared with our consultant Atkins WSP Joint Venture.

Transport Scotland will use the contents of your feedback to inform the development and assessment of the preferred route. All completed feedback forms will be shared with our consultant Atkins WSP Joint Venture.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Transport Scotland and its agents will process any personal information provided on this form and it will be used solely for the purposes of the Access to Argyll and Bute (A83) project and in accordance with the General Data Protection Regulation (GDPR).

PLEASE USE THE BACK OF THIS FORM TO RECORD YOUR COMMENTS OR FEEDBACK.

Comments can be made on the feedback forms here or sent by email or post.

Please email your comments to:
a83@transport.gov.scot

Or by post to:
A83 Access to Argyll and Bute Team,
Transport Scotland,
George House, 2nd Floor,
36 North Hanover Street,
Glasgow, G1 2AD

Feedback forms can also be submitted online via our virtual exhibition room. Should you have any specific accessibility requirements, the summary leaflet and information panels presented at today's event can be made available in an appropriate format on request by contacting the project team.



Transport Scotland will consider your comments and feedback to help inform the development and assessment of the preferred route, and all submissions will be shared with our consultant as required. We may also use your submission to inform future reports or public documents related to this activity.

If you choose to provide contact details with your submission, Transport Scotland will only use these details to keep you updated with the progress of this project. Your personal data will be deleted in line with our records retention and disposal policy (available at gov.scot/publications/scottish-government-records-management-plan-2/). You can opt out of receiving updates from Transport Scotland at any time by contacting the project team using the above contact details.

The provision of contact details is optional and your comments will still be considered if provided anonymously. However, Transport Scotland will be unable to respond to your submission if you choose not to provide these details.

If you want to make a complaint about how we have handled your personal data or exercise any of your rights under the UK GDPR please contact dpa@transport.gov.scot.

Contact details

Should you wish to contact Atkins WSP Joint Venture, details for the stakeholder team are:

Tel: 0131 316 8293 **Email:** A83@wsp.com
By post: Atkins WSP Joint Venture, 110 Queen St, Glasgow, G1 3BX

All of the information presented at today's event is available in the virtual exhibition room:

pinpointcloud.co.uk/accesstoargyllandbuteA83



Appendix B. Stakeholder list

Stakeholder group	Organisation
Statutory consultees	Argyll & Bute Council
	Loch Lomond & Trossachs National Park Authority
	Historic Environment Scotland
	SEPA
	Scottish Forestry
	Forestry and Land Scotland
	Confederation of Passenger Transport - Scotland
	Institute of Transport Administration
	Network Rail Property
	Scotland Gas Network
	Scottish Rights of Way Society
	The Crown Estate
	The Scottish Civic Trust
	The Scottish Land and Estates
	Cycle UK Scotland
	Cycling Scotland
	Traffic Management Unit
	Trunk Road Traffic Management
Transport	SGRPID
	Scottish Enterprise
	Transport Scotland
	Traffic Scotland
	City Link
	Public Transport Argyll & Bute
	Scottish Association for Public Transport (SAPT)
	Highlands and Islands Airports Limited
Non-motorised users	Caledonian Maritime Assets Limited
	Sustrans
	British Horse Society
	Ramblers Scotland
	Scottish Orienteering Association
	Paths for All
	National Access Forum
	Scottish Outdoor Access Network
Scottish Government Active Travel Team	

	John Muir Trust
	Mountaineering Scotland
Accessibility groups	Accessibility Scotland
	Mobility and Access Committee Scotland
	Scottish Disability Equality Forum
A83 Environmental Steering Group	Argyll & Bute Council
	Loch Lomond Trossachs National Park Authority
	Nature Scot
	SEPA
	Scottish Forestry
A83 Task Force	Lomond North Community Council
	Kintyre and the Islands Community Council
	Oban South and the Isles Community Council
	South Kintyre Community Council
	Lochgoil Community Council
	Arrochar Community Council
	Cairndow Community Council
	Freight Transport Association
	Road Haulage Association
	Western Ferries
	National Farmers Union of Scotland
	Mid Argyll Chamber of Commerce
	Argyll and Bute Council
	Wild About Argyll
	BEAR Scotland
	Forest and Land Scotland
	Inverary Jail
	Argyll Timber Transport Group
	A83 Campaign Group
	Ridings Sawmills (Cardross Ltd)
	AITC/Portavadie
Highlands and Islands Enterprise	

Appendix C. Newspaper adverts

Adverts produced in various sizes to suit the required dimensions of the newspapers

Access to Argyll and Bute (A83)

Preferred route exhibitions for permanent, long-term solution

Public exhibitions are being held from 12 to 15 June 2023.

These exhibitions will give local communities and road users the opportunity to see and comment on the preferred route for the permanent, long-term solution to the challenges at the Rest and Be Thankful.

Transport Scotland officials and their consultant Atkins WSP Joint Venture will be on hand to discuss the preferred route and answer any questions.

Details of the public exhibitions are as follows:

The Three Villages Hall, Arrochar, G83 7AB	
Monday 12 June, 12noon to 7pm	Tuesday 13 June, 10am to 5pm
Lochgilphead Baptist Church, Lochgilphead, PA31 8LP	
Wednesday 14 June, 12noon to 7pm	Thursday 15 June, 10am to 5pm



If you are not able to attend the public exhibitions in Arrochar or Lochgilphead, a virtual exhibition is available online at:

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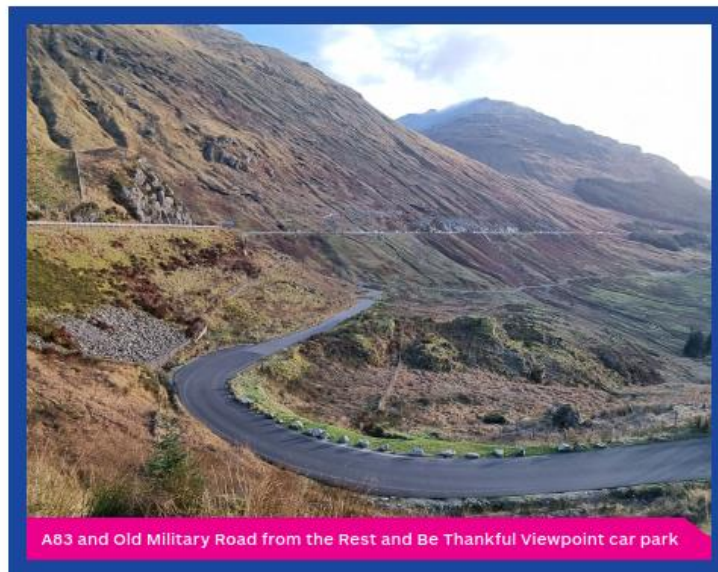
pinpointcloud.co.uk/accesstoargyllandbuteA83



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Advertisements as appeared in newspapers

Oban Times 2 June 2023



News All News



News
Tunnel vision at Rest and Be Thankful
 Ministers identify their 'long-term solution' to landslips and closures on the A83: a 'debris flow shelter' through Glen Croe, costing nearly half a billion pounds



Access to Argyll and Bute (A83)
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Campbeltown Courier – 2 June 2023

6 NEWS

The Campbeltown Courier
Friday 2 June 2023

Seeing Stars: Elusive night-shining clouds

KEITH WILSON
editor@campbeltowncourier.co.uk

Keith Wilson has had a lifelong interest in the night sky and has written for space and astronomy publications in the UK and USA. He lives under the dark night skies of the Isle of Gigha.

The sky never really gets dark this month here in the west of Scotland which gives us a chance to spot something rare in the sky.

This month and next are the best times of the year for sighting an elusive night sky event called noctilucent or night-shining clouds. These are our highest clouds which gleam blue and silver across our night sky.

But what have these clouds got to do with studying outer space? Well, it is believed these

clouds are formed from something that comes from beyond Earth. Most clouds we see in the sky are found up to 15km above us but night-shining clouds are much higher - at 80km - nearly in space.

These clouds are ripply and electric-blue and are sometimes visible an hour or two after sunset in a north-west direction.

Scientists think the clouds are frosted meteor dust, made when crystals of ice form on fine dust particles from me-



Noctilucent or night-shining clouds gleam blue and silver across our night sky. Photograph: NASA.

teors which enter our atmosphere from space. Fine dust from eruptions of volcanoes can also create night-shining clouds.

The clouds can only form when temperatures are low and when there's water vapour

available high above us to form ice crystals.

You can't see meteor dust as it is so tiny but it might surprise you to know that up to 200 tons of dust from space pours down on Earth every day. Some of this dust is likely in

your gutters.

The dust comes from planet forming debris, disintegrating comets and colliding asteroids. Scientists studying ice in the polar regions find it is packed with this space dust.

Cosmic dust may affect our climate by either scattering or absorbing light from the sun. If light reflects away from us, the planet gets colder but if it's absorbed we get warmer.

Hopefully we will see night-shining clouds rather than grey clouds this summer. If you spot some, please take a photograph and send it in to the Courier as we would love to see them.

Keith Wilson

What's new at Campbeltown Picture House?

Spider-Man: Across the Spider-Verse (PG)
After reuniting with Gwen Stacy, Brooklyn's full-time, friendly neighbourhood Spider-Man is catapulted across the multiverse, where he encounters a team of Spider-People charged with protecting its very existence. However, when the heroes clash on how to handle a new threat, Miles Morales finds himself pitted against the other Spiders. He must soon redefine what it means to be a hero so he can save the people he loves most.



Town supergroup Davaar Allstars to close music festival in style

Campbeltown supergroup Slainte Davaar Allstars will again close the Mull of Kintyre Music Festival (MOKFest) at the legendary Kilkerran Survivors Night concert.

Each year, core members of the band come together with a selection of guest musicians to perform a new set of

tracks. The band promises a set that will bring the 30th anniversary festival to a close in style on Sunday August 13.

Kintyre Schools Pipe Band will also make a welcome return to the renowned festival finale, performing for the first time since 2017.

And making their first appearance for

two years will be the incredible we.R. soul with its powerhouse vocals, lively rhythm section and dazzling horns.

More acts are still to be confirmed and MC for the evening will be Alison M Leith.

Tickets for this year's concerts, involving Skipinnish, The Fiona

Hunter Trio, Kathleen MacInnes with Mike Vass, Skara Ceilidh Band, Mairi Campbell and Archie McAllister with Sileas Sinclair, are available from A P Taylor, Main Street, Campbeltown, and online at www.mokfest.com/tickets. Visit www.mokfest.com for more information on the festival.

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CONSTRUCTION LIMITED

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EMAIL: sales@mkmacleod.co.uk



FRONT & BACK COTTAGES
THE SQUARE, ACHNABA
BY LOCHGILPHEAD

3 BED SEMI DETACHED DEVELOPMENT OPPORTUNITIES
Achnaba Estate is a highly desirable area situated on Loch Fyne near to the town of Lochgilphhead. With woodland and sea views, Front and Back Cottages are both three bed semi detached development opportunities with sizeable private gardens and tremendous potential.

RURAL SETTING WOODLAND VIEWS PARTIAL SEA VIEWS DEVELOPMENT POTENTIAL SIZEABLE GARDENS

If you are interested in this much sought after development, please contact us.
Tel: 01546 602989 www.macleodconstruction.co.uk

Oban Times 8 June 2023

6 NEWS

The Oban Times
Thursday 8 June 2023

OT

Tobermory lifeboat called out three times in 48 hours

Tobermory RNLI's volunteer crew had a busy end to the month, with three call-outs in the space of 48 hours amid intensive training exercises.

On Wednesday May 24, the crew came to the aid of an unwell crew member on a fishing vessel near Ardnamurchan Lighthouse.

Last Thursday, the lifeboat set out again to assist a yacht that had suffered a fouled propeller off Ardnamurchan Point, with five passengers aboard. The RNLI crew managed to free the yacht from the obstacle, which was most likely a fleet of creels, and towed the yacht to the pontoons in Tobermory.

This was followed by another call-out last Friday, while the crew were carrying out an exercise as they responded to a reported engine room failure on a small ferry at Lochaline. The crew were stood down while en route to the scene, but this busy period coincided with a week of intensive training, which involved five exercises.

These were planned to focus on trainee coxswains' boat handling skills, while familiarising them and other crew

members with working with a wide range of vessels.

Vessels used in the exercises included the 210-metre cruise ship MV Seabourn Ovation, the PS Waverley, the Silurian, the Hebridean Whale and Dolphin's research sailing vessel, and Briggs Marine's Forth Warrior.

The trainee coxswains also practised coming alongside the CalMac ferry, MV Loch Tarbert, while she was travelling between Kilchoan and Tobermory, to simulate the transfer of people and equipment between the two vessels that would take place during an emergency.

Tobermory RNLI Station coxswain, David McHaffie said: "We would like to thank the masters, captains, skippers, crews and organisations whose vessels we have trained with this week. We would also like to thank the Tobermory Harbour Association for allowing us to practise close quarters manoeuvring at the pontoons. Finally thank you to the local community for putting up with lots of engine and bow thruster noise over the past week."

Plea to delay landfill ban to save Argyll services

Argyll and Bute Council has repeated its request for a formal meeting with the Scottish Government to discuss a possible extension to the municipal solid waste landfill ban, due to begin January 1, 2026.

"The introduction of the ban will mean that biodegradable municipal waste (BMW) can no longer go to landfill and instead will need to be recovered through a process called energy from waste," a council spokesperson said.

"The council is currently locked in to a landfill contract, which runs until September 2026 – nine months after the ban comes into force.

"Varying or terminating that contract would have serious financial implications for the council which could run into the hundreds of thousands – money that would need to come from existing budgets which would in turn affect



The council is currently locked into a landfill contract until 2026 – nine months after the ban comes into force.

the practice of landfilling biodegradable municipal waste in Scotland in line with recommendations from the Committee on Climate Change.

"The best way to manage residual waste is to not produce it in the first place. Our action to reduce the amount of residual waste produced includes banning some of the most problematic single-use plastic products, and our £70 million Recycling Improvement Fund.

"For the residual waste we do produce, we are continuing to support local authorities, including Argyll and Bute Council, to secure alternative treatment options in preparation for the ban on landfilling biodegradable municipal waste. This support includes providing access to technical, legal and procurement advice, tailored to local circumstances and requirements."

other key services like roads, street lighting, etc.

"The council is therefore urging the Scottish Government to delay the BMW ban in Argyll and Bute for nine months to coincide with the existing landfill contract's end date and avoid huge financial penalties."

Council leader Councillor Robin Currie, said: "The introduction of the landfill ban will have many benefits, including a reduction in greenhouse gas emissions that result from landfilling biodegradable waste.

"We are working hard to put measures in place for the introduction of the ban, along with a whole range of actions

the council is taking to combat the climate emergency.

"It makes sense to synchronise the date of the ban with the end of our current landfill contract. If the Scottish Government fails to grant this extension, the costs to council taxpayers in Argyll and Bute will be significant, and will affect other essential council services.

"I urge the Scottish Government to meet with us as soon as possible so that we can discuss our options moving forward and agree a solution that works for Argyll and Bute."

A Scottish Government spokesperson said: "We are committed to ending

Access to Argyll and Bute (A83)

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Medals for Luig firemen



Scottish Fire and Rescue volunteer leader Iain Cruickshanks and depute Michael Fothergill from the Isle of Luig station were awarded their 30-year long service medals at a special award ceremony in Scottish Fire and Rescue Service's headquarters at Cambuslang. Between them they have served the community of Luig for 66 years.

HAVE YOUR SAY
email us at editor@obantimes.co.uk

Argyllshire Advertiser 2 June 2023

6 NEWS

The Argyllshire Advertiser
Friday 2 June 2023

Councillor's column

ALASTAIR REDMAN - KINTYRE AND THE ISLANDS
alastair.redman@argyll-bute.gov.uk



From every corner of my council ward and across Argyll and Bute I have been contacted by concerned farmers and crofters with regard to the proposed expansion of national parks in Scotland.

There are worries from my constituents who work in farming that national parks do not bring additional benefits over and above existing policies and legislation, that so-called environmental policies will be prioritised over local farming businesses, and that national park status stifles growth, innovation, and development.

The Scottish Government, which has already destroyed its reputation in our coastal communities with its devastating HPMA proposals, now seems determined to treat our farmers with the same disregard and betrayal as they have with our fishermen.

The majority of farmers and crofters are against the creation of a new national park here in Argyll and Bute.



Alastair Redman heard concerns from farmers over potential plans for a second national park in Argyll and Bute.

Ahead of this latest consultation, in which communities are asked to express an interest, I will continue to call for independent evidence of the value that existing parks bring to farmers and the local community in general.

It seems like rural Scotland's economy and culture are under attack from all sides with the damaging

HPMA proposals, the bottle deposit return disaster, the hare-brained proposed ban on promotion of alcohol, and now this national park bürach.

My family, friends and constituents work in farming and crofting and I will never sell them out.

I will always stand up for our rural economy and culture.

Islay haulier urges rethink to fill empty ferry space

An Argyll haulier has called on CalMac to help provide space for an extra "350 cars per week" on the ferry to Islay and Jura, as the MV Finlaggan is due for drydock this month. Islay haulier B Mundell Ltd photographed an expanse of empty vehicle deck of the MV Isle of Arran, pictured right, departing the island on Thursday May 18.



General operations manager Matthew Mundell said: "It clearly shows the amount of deck space that is not being used due to the vessel being fully freighted (maxed out on weight limit before metrage is met).

"In the 70s, 80s and 90s, despite our equipment being many years older and the ferry ports being a third of the size with poorer infrastructure, the Isle of Arran sailed fully freighted with this space utilised. The vessel ran the same timetable with the same turnaround times, on the same route but carried an additional

14-20 additional cars or an additional unladen 17m CV [commercial vehicle].

"With all the improvements that have been made to ports, equipment and safe working practices, why is CalMac Ferries refusing to reinstate a dropped trailer service on the Isle of Arran immediately using the same safe operating procedures that both CalMac and B Mundell Ltd operated on this mirror service in the 90s? With a stellar safety record.

"When we see the departure of the MV Finlaggan [for a delayed overhaul on June 4], and the ferry capacity once again

being significantly compromised, the ferry operator could free up space for an additional 350 car spaces per week or 25 additional unladen 17m CVs on the service by reverting to a dropped trailer procedure on the Isle of Arran vessel.

"B Mundell Ltd and the island community are struggling to understand why CalMac will not re-instate a tried and proven, safe method of moving CVs on the Islay route using the Isle of Arran."

A CalMac spokeswoman said: "We are currently working with all stakeholders involved to progress with a dropped trailer service trial on MV Isle of Arran.

"Port and vessel risk assessments are complete, and we expect to have the insurance position agreed by June 30. We are awaiting the output from the Systra Traffic Management report, commissioned by Argyll and Bute Council, which we are expecting mid-July."

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Appendix D. Social media

Social media posts were issued across various Transport Scotland channels (Twitter, Facebook, Instagram and Linked In) on the following dates:

- 2 June 2023
- 3 June 2023
- 10 July 2023
- 18 July 2023.

Facebook



A preferred long-term solution has been identified for the #A83 at the #RestAndBeThankful and includes the construction of a debris flow shelter.

Transport Minister [Kevin Stewart SNP](#) announced this important milestone for the project and encouraged people to visit public and online exhibitions to have a say on the option.


Read more  <http://bit.ly/43jHFCm>

Public exhibitions will be held for four days from 12 June in [#Arrochar](#) and then [#Lochgilphead](#). The virtual exhibition is now live.

The Minister said: "These developments underline the Scottish Government's commitment to work with key stakeholders and local communities and ensure that [#ArgyllAndBute](#) remains open for business."



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transportscotland A preferred long-term solution has been identified for the #A83 at the #RestAndBeThankful.

@KevinStewartSNP has announced this important milestone for the project and encouraged people to visit public and online exhibitions to have a say on the option.


The construction of a debris flow shelter is the preferred option, as they help protect transport infrastructure and its users from falling rock and debris in areas susceptible to debris flows or landslides.

Public exhibitions will be held for four days from 12 June in #Arrochar and then #Lochgilphead. The virtual exhibition is now live.

Read more [➔](#) (Link in bio)


#ArgyllAndBute #CivilEngineering #ScotlandIsNow

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A preferred long-term solution has been identified for the **#A83** at the **#RestAndBeThankful** and includes the construction of a debris flow shelter.

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We want to hear from the public on our proposals and both the online exhibition and public exhibitions in two weeks are your opportunity to tell us what you think.

Kevin Stewart MSP
Minister for Transport



transport.gov.scot



Twitter



Transport Scotland 
@transcotland



There is still time to comment on the preferred route for the long-term permanent solution at the [#A83](#) [#RestAndBeThankful](#).

Use the online feedback form until 28 July.

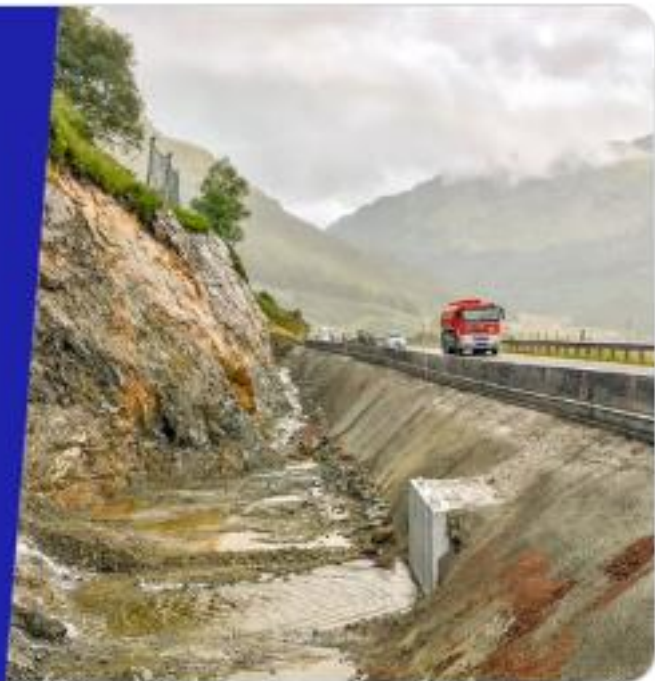
Visit the virtual exhibition pinpointcloud.co.uk/accesstoargyll...

A83 Virtual Exhibition

Open for feedback until 28 July



ALT



1:59 PM · Jul 10, 2023 · 21.7K Views

1 Retweet 2 Quotes 2 Likes

Appendix E. Poster recipients

Libraries

- Campbeltown Library
- Cardross Library
- Dunoon Library
- Helensburgh Library
- Lochgilphead Library
- Oban Library
- Rosneath Library
- Rothesay Library
- Tarbert Library
- Tobermory Library
- Islay Mobile Library

Customer Service Points

- Dunoon Customer Service Point
- Lochgilphead Customer Service Point
- Helensburgh and Lomond Customer Service Point
- Campbeltown Customer Service Point
- Oban Customer Service Point
- Islay Customer Service Point
- Mull Customer Service Point
- Rothesay Customer Service Point
- Tiree Customer Service Point
- Colonsay Customer Service Point
- Jura Customer Service Point

Community Education Centres

- Lochgilphead Community Education Centre
- Kintyre Community Education Centre
- Moat Community Education Centre

Community Halls

- Queens Hall, Lochgilphead
- Victoria Hall, Campbeltown
- Victoria Halls, Helensburgh
- Corran Hall, Oban
- Lochgilphead Parish Church Hall
- Lochgilphead Baptist Church Hall
- Lochgoilhead Village Hall
- Nichol Hall, Inveraray
- Inveraray Parish Church Hall
- The Three Villages Hall

Appendix F. Analysis code frame

Grouping name	Grouping description	Codes	Number of comments
General sentiment	This grouping provides a summary of the overall sentiment provided by all respondents.	GEN001 – Positive feedback GEN002 – Negative feedback GEN003 – Neutral feedback	61 11 17
Exhibition	These codes relate to feedback on the exhibition held within the feedback period	EXH001 – Request for materials in a different format EXH002 – Did not hear about exhibition EXH003 – Criticism of engagement when preferred route has been selected EXH004 – Positive feedback about exhibition EXH005 – Negative feedback about exhibition EXH006 – Additional engagement needed	4 1 2 9 3 4
Project timeline	These codes relate to comments about the project timeline	PRT001 – Speed of delivery is important PRT002 – Request for timescales to be communicated	28 4
Route options (LTS)	These codes relate to preference of the route options assessed for the permanent LTS	ROP001 – Agree with preferred route selected for LTS ROP002 – Preferred route selected will not solve issues at the RABT ROP003 – Prefer viaduct (yellow option) ROP004 – Prefer purple/pink option ROP005 – Prefer green option ROP006 – Prefer alternative	52 7 11 1 1

		route ROP007 – Reference to similar structures in Europe/elsewhere	4 8
Design/structure	These codes relate to queries and concerns regarding the design of the debris flow shelter and catch pit structures	DES001 – Query/concern about catch-pit or debris flow shelter DES002 – Query/concern about maintenance DES003 – Query/concern about maintenance DES004 – Positive comment about open columns, light or ventilation DES005 – Query about emergency provision DES006 – Other design comment/suggestion	14 5 3 6 2 3
Environment	This grouping provides opinions about how the LTS integrates with the landscape	ENV001 – Positive visual impact of LTS on the landscape ENV002 – Negative visual impact of LTS on the landscape ENV003 – Suggestion to further integrate LTS into the landscape	9 11 3
Construction	These codes relate to comments and concerns regarding the construction of the LTS and MTS	CON001 – Concern/query about impact of closing A83 to construct LTS CON002 – Comment about MTS	12 7
Cost	These codes relate to queries or comments made about the cost of the project	COS001 – Query about cost COS002 – Project is a waste of time/money	14 4
Community benefits	This code refers to comments or queries about additional community benefits being delivered as part of the project	BEN001 – General query/community about additional community benefits (including suggestions for additional benefits)	6
Active travel	This code refers to	ACT001 – Request to see active	14

	requests to include active travel opportunities as part of the LTS	travel opportunities included as part of the LTS	
Existing situation	This code refers to comments made about the existing challenges at the RABT and the subsequent impact on the local community/businesses	EXS001- Impact on the local community	16
Other	This code refers to comments unrelated to the project (or about different project e.g. ferry services, A82 road scheme)	OTH001 – Unrelated comment	4

Appendix G. Stakeholder emails

Email issued to key stakeholders highlight the preferred route and public exhibitions

Good morning,

Access to Argyll and Bute A83 – Preferred Route Exhibitions

As you may be aware the Minister for Transport, Kevin Stewart MSP has announced the preferred route for the permanent, long-term solution for the Access to Argyll and Bute (A83) project.

Transport Scotland has undertaken detailed assessment work to develop a safe and resilient permanent solution to the issues faced at the Rest and Be Thankful.

Improving the resilience of the A83 at the Rest and Be Thankful remains a priority for the Scottish Government.

We are contacting you to let you know that public exhibitions are being held to give you the opportunity to view and comment on the Access to Argyll and Bute (A83) preferred route.

Transport Scotland and its consultant Atkins WSP Joint Venture will be on hand to discuss the preferred route and explain the next steps for the project.

Details of the public exhibitions are as follows:

The Three Villages Hall, Arrochar, G83 7AB

- Monday 12 June, 12pm to 7pm
- Tuesday 13 June, 10am to 5pm

Lochgilphead Baptist Church, Lochgilphead, PA31 8LP

- Wednesday 14 June, 12pm to 7pm
- Thursday 15 June, 10am to 5pm

A virtual exhibition room is also available for anyone unable to attend the in-person events and can be found here pinpointcloud.co.uk/accesstoargyllandbuteA83.

We welcome your feedback on the preferred route, please provide any comments you may have by **28 July 2023** via the online feedback form which can be found in the virtual exhibition room.

For further information, please visit: transport.gov.scot/projects/a83-access-to-argyll-and-bute or email A83@WSP.com.

[Acknowledgement email issued following feedback received via the A83 email mailbox](#)

Thank you for submitting feedback in relation to the Argyll and Bute (A83) preferred route public exhibition for the permanent, long-term solution at the Rest and Be Thankful.

Your feedback has been received by the project team and a response will be issued, where relevant, following the end of the consultation period (28 July 2023).

Appendix H – Feedback and responses

Reference	Your Feedback	Our Response
ATAAB_00 1	02/06/2023 13:44 - Would it be possible to provide us with a pdf copy of the consultation documentation please?	A PDF version of the exhibition materials was provided.
ATAAB_00 2	<p>Thanks for putting up the online exhibition.</p> <p>But.. It isn't really mobile - friendly. I keep getting kicked out on my Android (galaxy s22). I'm pretty sure the phone is capable of displaying everything if it was set up better.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map</p>

		<p>https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_003	<p>Such an obvious solution, used so many places on the Continent. Need to get on with this to provide economic solution to this area. Such damage being done to families and businesses without a solution.</p> <p>20 years too late.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p>

		<p>ons/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_004	<p>This looks like a great option maintaining the existing route. These shelters work in other countries why not here. Please go ahead.</p> <p>I have been using this route a couple of times a year for 40 years.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b</p>

		<p>8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
<p>ATAAB_00 5</p>	<p>The construction of a canopy system is the ONLY solution for the A83. This has been talked about for nearly 20 years and finally its being done. the West of Scotland has had significant underfunding for too long while the East enjoys 3 bridges to head into Edinburgh. The West needs this investment and it needs done NOW!!!!</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p>

		<p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_006	<p>Not a regular user of the road but the solution looks very good. Prefer the open sided rather than tunnel design to avoid build up of fumes, thus not requiring a large M&E installation</p> <hr/> <p>I am very keen to see the options for active travel developed</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p>

		<p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
<p>ATAAB_00 7</p>	<p>Excellent proposal. This dramatic and scenic route holds much affection for me and I am glad that a permanent solution to the existing problems is being put in place. Although I only travel on this road once or twice a year when holidaying in Scotland, I appreciate how it impacts the local people who use it regularly, when it has to be closed, and the affect it has on their lives and businesses. I am glad that little of the drama and scenery will be lost with this proposal.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further</p>

		<p>information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_008 (No contact details provided)	<p>Feedback is on the virtual exhibition. Not easy to navigate, took a long time to navigate to, identify and open all the docs. I can only imagine how annoying (or inaccessible) it must be for those sight loss or other disabilities, or those with slow devices, small screens. Suggestion - an option to get a simple list of the documents, with a clickable link to each. You could then go back and fore from one to another easily. And check you've read them all, which isn't so easy in the virtual room.</p> <p>Couldn't find info about the cost of each option? Though as it was hard to keep track of which ones I'd looked at, I might have missed one.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please find below a response to your feedback.</p> <p>Thank you for your feedback.</p> <p>We are sorry you encountered issues accessing our virtual exhibition room. We have reviewed the virtual exhibition website and can confirm that there are no faults or errors shown. It may be helpful to note that all of the exhibition materials are available to view and download from the Transport Scotland website - A83 Access to Argyll and Bute - Preferred route exhibition for permanent, long-term solution - Exhibition material Transport Scotland.</p>

		<p>Regarding your query about costing, the current estimate to deliver the preferred route option is between £405 million and £470 million. For further cost information and breakdown please see Table 3-1, Volume 1, page 81 of the Design manuals of Roads and Bridges (DMRB) Stage 2 report can be found here: Design Manual for Roads and Bridges (DMRB) stage two route options assessment report - A83 Access to Argyll and Bute Transport Scotland</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_009	<p>With this Route been one of the busiest routes and the gateway to the Highlands. This soloutin should have been done many years ago. Other countries in Europe can do it, so why can't we? Look forward to actually seeing if this goes ahead.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and</p>

		<p>assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_010	<p>Poor choice. Yet again throwing good money after bad. Haven't you learned from the ferries fiasco or previous attempts to put a road along here (or even the story of the three little pigs)? You can't beat the geology. The yellow option is founded on solid ground and can be expected to work. It's worked for the Old</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route</p>

	<p>Military Road for getting on for 300 years. You've had 90 years to get the road right along the slopes of Beinn Luibhean and it's failed repeatedly. Try something else, not just a bigger version of what's failed before.</p>	<p>which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please find below a response to your feedback.</p>
	<p>Read the DMRB report</p>	<p>Thank you for your feedback.</p> <p>The preferred route option, previously known as the Brown Option, was selected following the DMRB Stage 2 assessment which is a balanced and evidence-based assessment process used throughout the UK which considers engineering, environment, traffic and economic criteria.</p> <p>The key reasons to support the debris flow shelter as the preferred route option are that it could achieve the scheme objectives of improving resilience and operational safety of the trunk road network. The preferred route option also performed the most favourably of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and offering the greatest opportunity to encourage sustainable travel.</p> <p>Full details of the DMRB Stage 2 assessment which led to the preferred route option can be found in the DMRB Stage 2 report which can be found here: Design Manual for Roads and Bridges (DMRB)</p>

		<p>stage two route options assessment report - A83 Access to Argyll and Bute Transport Scotland.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collecti-927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_01 1	<p>Thoroughly support this option. To me it is the value for money option and meets the remit. Can we take any information from the Swiss and Italian engineers who have been building/maintaining similar structures over decades? What happens when the debris pits are full or does the debris run away under the road?</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at</p>

	<p>My only additional information is to request that this project proceeds without delay. I am 81 and would like to think I will be able to drive up to Inveraray over the finished result. Thank you for this opportunity to add my pennyworth.</p>	<p>pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please find below a response to your feedback.</p> <p>Thank you for your feedback.</p> <p>Our consultant AWJV has mobilised a large multi-disciplinary design team, which includes experts who have delivered similar structures worldwide. With AWJV, we are continuing to seek best practice and lessons learned from other projects and will use this knowledge to refine the solution as we progress through the design and assessment process. Transport Scotland has also met with the Norwegian Public Roads Administration to share information and lessons learned regarding their road network and knowledge of tunnelling.</p> <p>Regarding your query about the 'debris pits', these are designed to channel landslip material and rock fall from the slope. The design of the structure includes maintenance access on the roof of the debris flow shelter, meaning should debris need to be cleared from the 'debris pits', this can be done safely from the roof, without adversely impacting the road user.</p> <p>With regards to timescales, we are working at pace to develop the permanent long-term solution as</p>
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	<p>soon as possible and continue to explore methods to reduce the timescales at each stage of the scheme, where possible. The next stage in the assessment process is referred to as the Design Manual for Roads and Bridges (DMRB) Stage 3 which is now well underway and includes detailed development and assessment of the preferred route option, culminating in the publication of draft Road Orders, Compulsory Purchase Orders and the Environmental Impact Assessment Report. We are working hard to conclude this stage and publish draft Orders before the end of 2024.</p> <p>Timescales thereafter will depend on whether any objections are received to the proposed scheme as these will need to be addressed before a main works contractor is appointed and the scheme moves to construction.</p> <p>As we progress through the development of the scheme we will continue to engage with the communities and users of the road and seek your feedback to inform the emerging design.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p>
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		<p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collecti ons/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_01 2	<p>Is the covered structure going to provide enough height clearance for standard double-deck articulated trailer to allow shop deliveries to the Kintyre peninsular?</p> <p>Also, with the covered dark 'tunnel' has any thought to leisure motorcyclists and road surface grip been given. Plus lines of sight for motorcyclists within a 'tunnel' environment.</p> <p>I refer to the structure as a 'tunnel', as it is almost enclosed, with only 'windows' for natural light and ventilation between roof support structures. The road will not dry or warm as quickly as either a open road or a force ventilated tunnel. Also, as the road is on a hill, has thought been given to adequate road drainage? At present water cascades down the road</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please find below a response to your feedback.</p> <p>Thank you for your feedback.</p> <p>Regarding your query about height clearance, the height of the structure has been considered in relation to design standards and the rest of the A83 network. The debris</p>

	<p>surface as standard. In a covered environment, this will create spray which has nowhere to go.</p>	<p>flow shelter will provide minimum internal head room of 5.3m, which is a standard requirement for trunk roads of this nature throughout Scotland and the UK. This minimum headroom clearance will allow standard articulated trailers to travel through the debris flow shelter unhindered.</p>
	<p>With the amount of money due to be committed and the years of previous problems, a full and correct solution should be designed and built. Not a stop gap as has been previously.</p>	<p>The alignment of the A83 on the approach to and through the debris flow shelter will be designed in accordance with the Design Manual for Roads and Bridges (DMRB). Part of this process is to ensure the sight lines are appropriate to facilitate the safe operation of the route for all road users, including motorcyclists. This process also extends to the consideration of surfacing materials, to ensure sufficient surface grip, and the selection of road signage and markings.</p> <p>The roof on the debris flow shelter will be supported by a robust protection wall on the hill ward side and columns on the valley side to allow for a mostly open elevation. Lighting, both natural and artificial, and ventilation continues to be considered as part of ongoing design development of the debris flow shelter to ensure the road performs safely during operation. This assessment is being informed by detailed modelling of the structure and adjacent terrain. The results of this assessment, including any additional measures required to</p>

	<p>ensure the safe operation of the road will be included in the DMRB Stage 3 assessment report which will be published at the next stage.</p> <p>The water environment which considers both existing watercourses and run-off from the hillside in addition to road drainage is a key focus area of the ongoing assessment and design. Whilst the road is covered by a roof through the debris flow shelter, some water will reach the road through the mostly open elevation. Road drainage is therefore being designed to specifically deal with this scenario.</p> <p>Please be assured we are fully committed to developing a full and correct solution to the issues faced at the A83 Rest and Be Thankful, which is reflected by the scale of the intervention selected.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p>
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		<p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
<p>ATAAB_01 3</p>	<p>I'm not an engineer, but I am surprised at the flat roof envisaged for the tunnel. The roof structures I've seen in the Alps - over 19th century railways - I think were steeply sloped so that debris slid off . I see you propose a ditch to trap debris so it doesn't land on the roof, but surely it will eventually become full and be very expensive to clear out?</p> <p>Apart from that, I think the proposal is sensible with expenditure proportionate to the traffic. The earlier consultation contained proposals that were ludicrous.</p> <p>From [REDACTED], I have for several years now used the M8 to the Western Ferries service, thus avoiding the A83. I think the media and the locals do Kintyre a disservice when they suggest that with the A83 closed, Kintyre is cut off. Granted the ferry is a bit pricey, and perhaps government should look to help with that, given that it has gone to excess with RET for Calmac. On the broader picture it is sad to see the</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please find below a response to your feedback.</p> <p>Thank you for your feedback. The form of the preferred route option (the Brown Option) evolved through the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment from a sloping roof which allowed material to pass over, to a notionally flat roof with a catch pit arrangement on the uphill side of the structure. The purpose of the catch pit is to channel landslip material and rock fall, allowing it to be removed safely and efficiently without adversely impacting the</p>

	<p>empty seas of the Clyde. The ferry from Campbeltown to Ardrossan should be every day and be the route of choice from the town to the motorway network.</p>	<p>road user or the slopes below the A83.</p> <p>The catch pits also contribute to our ability to manage potential changes to the hillside and the water environment.</p> <p>Full details of how and why this option evolved to include catch pits as opposed to allowing the material to flow over the roof are contained in the DMRB Stage 2 report, part 2 Section 5.2 which can be found here: Design Manual for Roads and Bridges (DMRB) stage two route options assessment report - A83 Access to Argyll and Bute Transport Scotland</p> <p>We note the cost estimates prepared for all options at DMRB Stage 2 considered an estimate of operation and maintenance costs as explained in the DMRB Stage 2 report above.</p> <p>Regarding the ferry between Campbeltown – Ardrossan, CalMac has confirmed that this route started off as a pilot for summer months then continued as such but it was never planned to be a year round service. There is a road alternative from Glasgow on the A82 to Arrochar at the top of Loch Lomond and then on the A83 all the way to Campbeltown, which can be utilised by those travelling. Fares on commercially operated services such as Western Ferries are for them to determine, however your</p>
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		<p>point is noted with thanks.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collecti-927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_01 4	<p>I think you have arrived at the perfect solution. I have used this road since 1972 by bicycle and since 1974 by car. There were no landslides in those days that I can remember so I watched with dismay to see the damage caused by increased rainfall causing the landslides and rockfalls of the 1980's, 90's and 2000's. I suggested a similar structure to Scotland Transerv in 2006 but it has taken until now to complete the process. I recommend that you place a</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p>

	<p>sloping roof and do not construct a catch pit. The safest solution would be to allow any future land slip to fill in the slope between the structure and then future slips to over-sail the structure. The only risk would be if a heavy rock came down the slope and struck the new structure. This would prevent the Maintenance Firm from having to excavate the catch pit, which in itself is a dangerous process. There is no escape from this long catch pit and could prove quite dangerous during maintenance. If you come to an arrangement with the owners of the lower slopes then any future land slip material could be removed from this lower slope without any danger to the maintenance crew. The idea of the open columns is a great idea from the point of view of ventilation and street-lighting. I also recommend a local prefabrication yard be set up as close to the western limit of the site as possible. The reason being that better quality concrete can be precast under inside heated conditions whether prestressed for the roof or unstressed for the substantial RC columns, strong enough HGV impact [REDACTED].</p>	<p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
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<p>ATAAB_01 5</p>	<p>[REDACTED] advised they would like more feedback forms to distribute in their local community in Strachur.</p> <p>[REDACTED] noted that the exhibition in Arrochar was very clear and informative as to the preferred route and proposed solution for the A83 and that the staff on hand were very knowledgeable and helpful, in particular [REDACTED]. [REDACTED] said they were happy with the overall solution for the A83 and medium-term solution on the Old Military Road.</p> <p>[REDACTED] noted the current difficulties the A83 is causing right now and that it is positive to see the exhibition and openness to feedback, as well as the decision of a solution/preferred route.</p>	<p>Hard copies of the feedback form was provided.</p>
<p>ATAAB_01 6</p>	<p>Can I ask why Campbeltown has not been selected to hold a Public Event?</p>	<p>Thank you for your email and query regarding the public exhibitions presenting the preferred route option for a permanent, long-term solution to the challenges at the Rest and Be Thankful. As I'm sure you can appreciate Argyll and Bute covers a large area and unfortunately, it's just not feasible to hold exhibitions in all the towns throughout the region. Arrochar and Lochgilphead were locations chosen to host the public exhibitions as we felt they represented good coverage from either side of the Rest and Be</p>

		<p>Thankful. We are aware some people may not be able to attend the in-person exhibitions which is why we have published an on-line virtual exhibition which shows the same information that will be presented at the in-person exhibitions. A link to the virtual exhibition can be found here: PinPoint ConnectALL (pinpointcloud.co.uk)</p> <p>Also, should anyone who cannot attend an in-person exhibition wishes to speak with a member of the project team this can be arranged and details are available on the final board in the virtual exhibition.</p>
ATAAB_01 7	Please send link to physical version or call me on [REDACTED]	Links to exhibition materials were provided.
ATAAB_01 8	<p>14/06/2023 [REDACTED] community centre situated between [REDACTED] and [REDACTED].</p> <p>Could we receive updates on the progress of the A82 Rest and be Thankful for members of our community and people visiting? It would be good to have something on display here that people could look at.</p> <p>I look forward to hearing from you and thanks for your help.</p>	Hard copies of the brochure was provided.

<p>ATAAB_01 9</p>	<p>I think a tunnel is definitely the right option. It looks good and like it will work against the risk of landslides. I think this is a great opportunity to do something about that section of the road and what is proposed is right. I do think that while designing the tunnel it would make sense to create extra space along the roadside for cyclists though, if the areas at the sides are big enough for cyclists to safely be there it would greatly help as traffic flows through the tunnel to avoid long queues. There is the opportunity to think of cyclists while designing this structure so it should be taken!</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
	<p>Please remember the other road users (cyclists etc) as well as vehicles, it would be a shame not to.</p>	

<p>ATAAB_02 0</p>	<p>I can appreciate the general cost-benefit rationale for choosing the brown option as the preferred route. However, I suspect that the full costs have not been quantified adequately. In particular, I suspect that the time-cost of delay to car and bus drivers/passengers and to freight movements have not been accounted adequately. Also, the costs of lost business to the hospitality sector to the west of Rest and Be Thankful is unlikely to have been estimated.</p> <p>As for the Brown Option configuration, I wonder if the 'catchpits' and culverts underlying the carriageway will be adequate to funnel debris flow material downslope of the road. This is because granular materials are known to clog orifices where the diameters of individual clasts are significantly smaller than the diameter of the orifice through which the debris flow is attempting to pass. Clogging will require removal of material. Has this been allowed for in terms of access of heavy maintenance machinery etc.?</p> <p>If the catchpits can accommodate the debris flow material and, given that the debris flow shelter is being designed such that it does not</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please find below a response to your feedback.</p> <p>Thank you for your feedback.</p> <p>Through the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment process, a full traffic and economic assessment was carried out as reported in the DMRB Stage 2 report, part 4 which can be found here: Design Manual for Roads and Bridges (DMRB) stage two route options assessment report - A83 Access to Argyll and Bute Transport Scotland.</p> <p>The traffic and economic assessment considered not only the cost to construct and operate the various options but also the potential disbenefit resulting from any disruption to the road user associated with the construction period. It was important that this</p>
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	<p>abutt the uphill slope, will any debris flow material actually flow onto either the shelter or the carriageway? Will the shelter have any role in protecting the road? Given that we know where the debris flow chutes lie (i.e where the catchpits lie), why does the shelter need to be continuous over the whole length as planned? Why can the shelter and its access for maintenance vehicles not involve a set of short lengths, perhaps reducing the overall cost?</p>	<p>was a factor in our assessment to ensure a robust and fair assessment of the options. The assessment then considered the benefits all options would have through improved operation and resilience of the A83.</p> <p>With respect to the cost estimates, these considered not only the initial construction cost but also an estimate for the costs associated with operation and maintenance. The current estimate to deliver the preferred route option (Brown Option) is between £405 million and £470 million. The cost estimates for all options including a description of the approach used to calculate these estimates are contained in the DMRB Stage 2 report, part 2, section 3.2 which can be found here: Design Manual for Roads and Bridges (DMRB) stage two route options assessment report - A83 Access to Argyll and Bute Transport Scotland.</p> <p>The preferred route option includes a debris flow shelter with catch pit arrangement on the uphill side of the structure. As you note, the intent of the catch pit is to channel landslip material and rock fall, allowing it to be removed safely and efficiently without adversely impacting the road user or the slopes below the A83. Through the DMRB Stage 3 assessment process, we are continuing to investigate ways to safely pass some of the sediment under the road through culverts to</p>
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	<p>retain the natural processes of sediment transfer as much as possible.</p> <p>The roof of the debris flow shelter will provide an extra level of protection from landslides as well as protecting the road user from boulder fall, which based on current modelling is prevalent over the majority of the Beinn Luibhean slope. The roof will also provide maintenance access to the catch pit and the structure itself. The design of the debris flow shelter will be further refined as we take the scheme through the next phase of design and assessment.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the</p>
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		project.
ATAAB_02 1	<p>Having lived in [REDACTED], I have seen both lanes open and running freely on the A83 for just a few months in total. What baffles me about the proposed solution and the remedial work to stabilise the hillside using planting, is why it has taken so long and has cost so much to get to this point. As [REDACTED], I am appalled at what our community has had to accept as the norm for so many years. From my perspective, the message is “just get on with it!”. The route seems to be a practical solution.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please find below a response to</p>

	<p>1. What cycling provision will be provided along the Old Military Road, given the desire to keep traffic flowing through the tunnel and to promote active travel? Current pedestrian stiles on the OMR are not cyclist-friendly, forcing cyclists on the main road, seriously affecting traffic flow.</p> <p>2. Whilst the roof of the tunnel is designed to allow diggers etc to drive on it in order to empty the catch pits, please ensure that there is sufficient rotor blade clearance for emergency helicopters to land on it - possibly even a marked helipad (I'm a [REDACTED] and have been to far too many incidents on the A83).</p> <p>3. Will there be an external footpath to accommodate emergency service access through the open side of the tunnel? Could such a footpath be used by pedestrians?</p> <p>4. How will the construction project be managed to minimise road closure (e.g. pre fabrication of tunnel sections), and how long will we be expected to follow diversions?</p> <p>5. What air flow modelling has been done to ensure that high-sided vehicles won't be blown out of lane, or that vehicle fires (of which there are plenty on the climb up the A83), aren't exacerbated by the chimney effect of the tunnel?</p>	<p>your feedback.</p> <p>Thank you for your feedback.</p> <p>We appreciate the frustration experienced by local communities and businesses associated with the threat of closures on the A83 due to landslides. Having identified the preferred route option for the permanent solution in Spring 2023, we are working at pace to deliver the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment, which will conclude with the publication of draft Road Orders and an Environmental Impact Assessment Report before the end of 2024.</p> <p>We have also committed to delivering a medium-term solution (MTS). The purpose of the MTS is to deliver a safe, proportionate, and more resilient diversion route when the A83 is closed, until the permanent solution is constructed. We are working to ensure construction of the MTS is delivered as quickly as possible noting the first phase has now commenced.</p> <p>With respect to walking and cycling facilities, as part of the DMRB Stage 3 design and assessment process we are assessing opportunities to encourage sustainable travel within the corridor. This includes bus, walking, cycling and wheeling facilities.</p> <p>With respect to the design and</p>
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	<p>operation of the debris flow shelter, a key element of this is engagement with the emergency services. This engagement will include how the emergency services would respond to all types of road traffic incidents including how they would access the site and structure. This engagement will continue through the DMRB assessment process and measures will be provided where appropriate to ensure safe access for these services and the user.</p> <p>The design and operation of the debris flow shelter also includes detailed fire and smoke modelling which considers the air flow through and on approach to the structure. This modelling will again inform the ongoing refinement of the design to ensure the safe operation of the shelter, for the user and the operator.</p> <p>As you suggest the online nature of the preferred route option will mean traffic may be diverted to the Old Military Road (OMR) during significant periods of construction. However, this will not be the OMR as it is at present, but the road as improved by the MTS.</p> <p>We note our multidisciplinary team is working hard to consider opportunities to minimise disruption during the construction of the permanent solution, which includes prefabrication and modular construction amongst other techniques.</p>
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		<p>As we continue through to the design and assessment process, we will continue to engage with affected landowners, local communities, and road users to seek feedback on the emerging outcomes of the design and assessment.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_02 2	Proven technology in other countries. Biggest concerns will be disruptions during construction and timescale. Also cost escalations during construction.	Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.

	<p>Government has approved the increase in lorry length by approx. 7 feet. This will cause major congestion on the hairpin at the top of the OMR without restrictions. Voluntary regulation does not work as the Loch Long Road proves. Rear steer is increasing risk of accident as the Furnace Bends illustrate.</p>	<p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please find below a response to your feedback.</p> <p>Thank you for your feedback.</p> <p>As you suggest the online nature of the preferred route option will mean traffic may be diverted to the Old Military Road (OMR) during significant periods of construction. However, the diversion will not be the OMR as it is at present, but the road as improved by the medium-term solution (MTS).</p> <p>The MTS improvements are designed to reduce journey times by increasing the length of the two-way operation, whilst also improving the safety and resilience of the OMR as a temporary diversion to the A83. Every effort is being made to ensure these interventions are in place as soon as possible and prior to the start of construction of the permanent solution. The first phase of the MTS has now commenced.</p> <p>We note our multidisciplinary team is working hard to consider opportunities to minimise disruption during the construction of the</p>
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	<p>permanent solution, which includes prefabrication and modular construction amongst other techniques.</p> <p>With respect to the design of the scheme, the road alignment is being designed to the Design Manual for Roads and Bridges DMRB requirements which sets out the standards for all trunk roads throughout the UK and will include not only the debris flow shelter but improvements to the two bends south of Loch Restil.</p> <p>As we continue to refine and value engineer the design to provide a robust solution to the issues faced, there will be further opportunities to share your views, as hearing from communities affected by challenges at the A83 Rest and Be Thankful is of utmost importance to us. Such events will be communicated to the local communities and road users once confirmed. Furthermore, the A83 Story Map, which can be found here: Access to Argyll and Bute (A83) Story Map (arcgis.com) will continue to be updated through the assessment process. It also contains contact details through which feedback, comments or questions can be raised at any time.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website:</p>
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		<p>transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_02 3	<p>I work for a [REDACTED]. We met with one of your members of staff on Thursday at the end of there community exhibition they were holding in Lochgilphead Baptist church on 14th and 15th of June.</p> <p>Unfortunately by the time we found out that this event was happening it was the end of day at the final event. [REDACTED] we work across Mid Argyll, Kintyre, Islay and Jura. Communities who are effected by the A83 but were unaware of this exhibition also as the event was only on for 2 days in one village this does not reflect on all the communities that this roads effects.</p> <p>I did take a bundle of forms so when i am out in the community across Argyll, working in peoples homes and in groups i can assist them to fill out the form and give their feedback on what is a nightmare for many. It was unfortunate that the</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please find below a response to your feedback.</p> <p>Thank you for your feedback.</p> <p>We are sorry to hear that you were not aware of the public exhibitions in Lochgilphead. Thank you for sharing the forms with the local communities you work with across Argyll and Bute.</p> <p>The in-person public exhibitions which were held in Arrochar and Lochgilphead in June were</p>

	<p>exhibition did not involve local groups, organisations or be out in the street or in more shops engaging with more people.</p> <p>I hope the feedback gives good information and lots of people get involved.</p>	<p>advertised in local papers including the Oban Times, Argyllshire Advertiser and Campbeltown Courier. They also featured on the Transport Scotland website, across their social media channels and with local councils through the A83 Task Force. Posters advertising the events were also distributed to local libraries, council offices and community halls. We do note your comments in relation to advertising in local shops and we will consider that for future public engagements.</p> <p>We are aware some people may not be able to attend in-person exhibitions, which is why we also held a virtual exhibition which included the same information as presented at the in-person exhibitions. The virtual exhibition was live from 2 June until 8 December 2023.</p> <p>We also created the A83 Story Map which can be found here: Access to Argyll and Bute (A83) Story Map (arcgis.com). The A83 Story Map will continue to be updated through the assessment process, noting relevant information from the virtual exhibition will be moved here when it is closed. It also contains contact details through which feedback, comments or questions can be raised at any time.</p> <p>Please be assured hearing from communities affected by challenges at the A83 Rest and Be Thankful is of utmost importance to us and we</p>
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		<p>intend to host additional in-person events through the assessment process. We will consider where these events will be held and the ways they are communicated to the local communities and welcome your suggestions and support here.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_02 4	<p>The proposed solution is a not the best solution and will only continue the constant delay and disruption to users of the A83. We have been putting up with these delays for over a decade. The works that have been done to date have had no real impact on mitigating whether the road is open or not. Every time it there is heavy rain traffic gets diverted onto the old military road anyway.</p> <p>The best solution would be to build a new road on the other side of Glen Croe.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please find below a response to</p>

	<p>The proposed solution will result in the need to use the old military road - a single track road requiring traffic management - for lengthy spells during the proposed construction works. Even if this road is widened in sections there will still be constant delays in passing through the OMR.</p> <p>If a new road was built on the opposite side of Glen Croe then there would be minimum disruption to road users. It would also reduce the need for costly traffic management.</p>	<p>your feedback.</p> <p>Thank you for your feedback.</p> <p>We appreciate the frustration experienced by local communities and businesses associated with the threat of closure of the A83 due to landslides. Having identified the preferred route option for the permanent solution in Spring 2023, we are working at pace to deliver the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment which will conclude with the publication of draft Road Orders and the Environmental Impact Assessment Report before the end of next year. As part of the assessment process our multidisciplinary team is working hard to consider opportunities to minimise disruption during the construction of the permanent solution, which includes prefabrication and modular construction amongst other techniques.</p> <p>We have also committed to delivering a medium-term solution (MTS) which will comprise of improvements to the Old Military Road (OMR). The purpose of the MTS is to deliver a safe, proportionate, and more resilient diversion route when the A83 is closed, until the permanent solution is constructed.</p> <p>These improvements to the OMR are designed to reduce journey</p>
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		<p>times by increasing the length of two-way operation, whilst also improving the safety and resilience of the OMR as a temporary diversion to the A83. Every effort is being made to ensure these interventions are in place as soon as possible and prior to the start of construction of the permanent solution. The first phase of the MTS has now commenced.</p> <p>As part of the DMRB Stage 2 assessment, the option known as the Green Option considered a road on the opposite side of the glen. Full details of this option are contained in the DMRB Stage 2 report, part 2 which can be found here: Design Manual for Roads and Bridges (DMRB) stage two route options assessment report - A83 Access to Argyll and Bute Transport Scotland.</p> <p>The DMRB Stage 2 assessment concluded that the slope on the opposite side of the glen is also potentially vulnerable to landslip and boulder fall, meaning an equivalent debris flow shelter structure would be required on that side and potentially over a much longer length. This would be in addition to two significant viaduct structures to take the road across the glen on both sides. The result would be a much longer construction duration associated with the Green Option compared to the other options considered.</p>
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		<p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collecti ons/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
	<p>I use this section of the A83 on my daily commute to work. The constant delay and diversions have been in place for over a decade. The proposed solution will only continue these delays for probably another decade.</p> <p>If a new route was constructed on the opposite side of Glen Croe then it could be done off-line with minimal impact to road users during the construction phase.</p>	

<p>ATAAB_02 5</p>	<p>Happy with the preferred route in terms of the options, and main focus is on improving access to Argyll for future residents and visitors - the current situation is unacceptable.</p> <p>A useful presentation of the information and a knowledgeable and engaging team hosting the consultation in Lochgilphead. Whilst I don't wish to get so involved as to comment in depth on the details of the proposal, I was reassured that the design team represented a broad set of priorities (eg engineering, environmental, etc)</p> <p>Thanks!</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p>
	<p>Keen that cyclists are catered for in terms of improving access to the countryside. Whilst there are relatively few brave / foolish enough to cycle on the A83 (it won't be me!), including whatever can make their journeys safer and more pleasant both on the single track road of the mid-term solution and the longer term solution would be good.</p> <p>The disruption of road works is inevitable whilst the shelter is being built, but whatever can be done to minimise the impact of the single track road section of the OMR (eg</p>	<p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>

	<p>intelligent traffic control)on delays would be appreciated.</p>	
<p>ATAAB_02 6</p>	<p>In my opinion, the route seems to be a good solution. I hope, as stated, there is more work to integrate and meld the roof with the surrounding rocks.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b</p>

		<p>8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
<p>ATAAB_02 7</p>	<p>Practical but very ugly, personally I would prefer the viaduct option but if that's considerably more expensive then happy to go with preferred route.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p>

		<p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
<p>ATAAB_02 8</p>	<p>Before I saw this doc, I was always of the opinion that an overshoot gallery, such as used in the alps, was the best solution. All in favour. But how can this be built whilst still maintaining A83 access?</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please find below a response to your feedback.</p> <p>Thank you for your feedback.</p> <p>As part of the ongoing Design Manual for Road and Bridges (DMRB) Stage 3 assessment process our multidisciplinary team is working hard to consider opportunities to minimise disruption during the construction of the permanent solution, which includes prefabrication and modular construction amongst other techniques.</p>

	<p>However, the online nature of the preferred route option will mean traffic may be diverted to the Old Military Road (OMR) during significant periods of construction.</p> <p>As we continue to develop a permanent solution as quickly as possible, we are also progressing a medium-term solution (MTS) which will include a programme of improvements to the OMR. These improvements are designed to reduce journey times by increasing the length of the two-way operation, whilst also improving the safety and resilience of the OMR as a temporary diversion to the A83.</p> <p>Every effort is being made to ensure these interventions are in place as soon as possible and prior to the start of construction of the permanent solution. The first phase of the MTS has now commenced.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p>
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		<p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_029	<p>I think the preferred Brown option is the better option. I think adding further viaducts across the landscape will spoil it. I've seen video clips of similar solutions to the proposed one working very well in Switzerland and Norway. Since you can't just build a bridge or a teleport to cut out the heavy traffic coming through Arrochar, then the Brown option is the best.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p>

		<p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_030	<p>This was put forward 10 year ago by Donald Clarke and shot down in flames. All the work carried out till now was a complete waste of the tax payers money. People knew it was a waste of time and the solution put forward at the start is now the preferred option again what a waste of time and money'</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p>

		<p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_03 1	Great proposal, long overdue - Good luck with planning!	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further</p>
	Gets our full support	

		<p>information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_03 2	<p>I support this option, utilising as much of the current improvements as possible. Time is of the essence and an experienced contractor and project manager is essential to keep to time and cost</p> <hr/> <p>Minimum distraction to traffic flow is essential on this West Coast, key and only route through Scotland</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email</p>

		<p>A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_03 3	Build it now	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p>

		Thank you for your interest in the project.
ATAAB_03 4	<p>All this should have happened 10 years or more years ago! [REDACTED], I have no qualifications to make comments on the various options but can guess that the brown option – debris overflow shelter will be the cheapest option and completion time is likely to be much shorter. One concern with this option is what if there is another landslide at the lower end of the existing road where no catch pits exist. For that reason my choice would be the green or yellow options</p> <p>I could be persuaded to accepted the brown option because completion will be sooner than the other options and having so many delays / diversions over so many years the sooner the better. My big concern is that while the flow shelter is under construction we have to rely on the old military road as a diversion with a convoy. If so please upgrade the OMR now to allow 2 way traffic. I really don't think motorists could suffer convoy diversions while the flow shelter is constructed'</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p>

		<p>Thank you for your interest in the project.</p>
<p>ATAAB_03 5</p>	<p>The solution will be very welcome. I would love to have seen even more really visual impact gens made. A really iconic solution that would be a visiting point for the area. Engineering solutions are often very attractive and should not be hidden away in case their appearance offends or gets in the way</p> <p>Glenfinnan Viaduct – amazing iconic structure in a lovely area. Forth Crossings – a visit attraction as well as useful. Rest and Be Thankful – offers opportunity for an iconic structure as the entrance to Argyll and Bute - Argyll National Park. Exhibition very useful – thanks. Questions ably answered.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p>

		<p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_03 6	Preferred route. The tunnel	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further</p>

		<p>information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_03 7	A good exhibition. Helpful staff. Patient and good at explaining things even to those who were anti option (brown)	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email</p>
	Please just get on with it	

		<p>A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_03 8	<p>Purple Pink</p> <p>Why have consultation when decision ALREADY made</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p>

		<p>Thank you for your interest in the project.</p>
<p>ATAAB_03 9</p>	<p>'I understand the canopy would be more economical however my preference would be the raised viaduct. In my opinion this would be a statement solution. Like viaducts built for trains this could become a draw for tourists to come and experience'</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p>

		<p>Thank you for your interest in the project.</p>
<p>ATAAB_04 0</p>	<p>Glad to see the proposed use of existing road with covers to shed designs. Would prefer if slated roof to shed anyway and save costs of concrete constuction to provide plant access across top.</p> <p>Suggestions for diverting traffic through other villages or alternative routes ridiculous as they (villages & roads) not served for the heavy traffic (commercial) that use it. Other routes thus seem a waste of money and should use existings A83 road with protection as required! Much better use of resources.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email</p>

		<p>A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_04 1	We like it. We have no objections	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p>
	Arichonan is our second home. Just we are there 2 weeks in every month so use this road a lot. Hopefully the project will go ahead in our lifetime	

		Thank you for your interest in the project.
ATAAB_04 2	<p>As Existing. Do nothing.</p> <p>1) Loch & Glens Coach Tours - Ardgarten. Hotel day trip to Arran - The wide straight route over the rest is a "Walk in the Park" figuratively speaking compared to the notorious pinch points at Erihs. Herer drivers of vehicles of all lengths of all lengths/formats. Abd formats find themselves between a rock/rocks and a theraputic sot landing in the NCL salty waters of Loch Fyne.</p> <p>2) Parks of Hamilton coaches tour drom Inverary to Tayinloan/Isle of Gigha</p> <p>3) Scottish Citylink 926 2 and 1 same blood pressure/stressful day</p> <p>British gypsum - Lochgilphead to Oban. Oban to Lochgilphead ucm 23 and 423 have to squeeze past each other at Kilmartin</p> <p>(3) San Andreas fault caz if U.S.A. Lots of money wasted on widening the already wide 816 on loch side. Similar to aftermath of earthquake San Andreas</p> <p>(2) Kilninear to Kilmore - Skipness Road - success of</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p>

	roadway similar	Thank you for your interest in the project.
ATAAB_04 3	Brown	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p>
	Perfect	

		<p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_04 4	<p>The preferred route makes complete sense. It would be helpful to understand the timescales anticipated</p> <p>I am keen to see how sustainable travel particularly cycling, will be integrated into the scheme. There is a great potential for this to be an iconic cycleway and obviously a link up with the Kintyre 66</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p>

		<p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
<p>ATAAB_04 5</p>	<p>It was interesting to see other routes that were considered before selecting the brown option of the tunnel with open access to the side. [REDACTED] was very good at answering my concerns on costs of debris (land slippage removal) which would have been incurred no matter what option. All in all I agree that this is route (brown option) is after all the best one 'I'm hopeful during construction there will be minimal disruption to those using the road, business and locals. Also on completion I would like to see good facilities for parking, rest areas, view points and a good safe cycle route to have been included!!!'</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further</p>

		<p>information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_04 6	The preferred route sounds like a good option provided funding becomes available	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p>

		<p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_04 7	<p>This should have been done from the start instead of the millions that have been spent</p> <p>Hopefully this will take off soon. Not looking forward to another winter of possible road closures</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p>

		<p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_04 8	<p>Looks like a good idea. Some type of vegetation cover on the roof would be good if possible to improve the look and enhance nature. Separate cycle lane in the tunnel would be good too.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further</p>

		<p>information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
<p>ATAAB_04 9</p>	<p>I like the idea of the open sided debris flow shelter, for safety reasons and the scenery on the other side of the Glenn is still open for people to enjoy. There is the safety aspect of being able to access the vehicles in case of any problem in the shelter.'I would have liked to see a dedicated cycle land through the shelter. Cyclists using the OMR through the Glen are still open to the effect of any panel spill from the hill'</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email</p>

		<p>A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_05 0	Shelter is a great solution considering all the benefits and utilising existing work segdone	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email</p>
	Great exhibition, very informative, good venue	

		<p>A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_05 1 (No contact details provided)	<p>Preferred route looks good. Pleased that views of the glen are retained while improving safety and resilience</p> <p>Would be interested to understand public transport links and the provision of active travel links for cyclists and walkers. Would be concerned about cyclists underneath debris shelter if there is no lighting.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p>

		Thank you for your interest in the project.
ATAAB_05 2 (No contact details provided)	Preferred route is the correct solution and provided protection for the road whilst maintaining the view from the road	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p>

		<p>Thank you for your interest in the project.</p>
<p>ATAAB_05 3</p>	<p>At last a great solution</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p>

		<p>Thank you for your interest in the project.</p>
<p>ATAAB_05 4</p>	<p>It's been a long timing coming hopefully be completed ASAP. It is a nice structure</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p>

		Thank you for your interest in the project.
ATAAB_05 5 (No contact details provided)	I support the preferred option	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p>
	The event at Arrochar was great – very informative. The team was very knowledgeable, great venue	

		Thank you for your interest in the project.
ATAAB_05 6	Looks a great scheme and will be a great asset to the Argyll economy and population. Please take your time and get it right	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p>

		Thank you for your interest in the project.
ATAAB_05 7	<p>I would have preferred a stand alone solution, such as a viaduct or tunnel, the former as it could have been an attraction in its own right and a beautiful structure – as other countries have demonstrated. While I don't think the proposal will be a thing of great beauty (pardon my criticism) or aesthetic attraction, more a robust engineering solution, it has the benefit of following the line of the existing road and does appear to be a way of dealing with landslides in a permanent manner</p> <p>I'm concerned the D.F.S is too short as the slope appears to be unstable beyond either end. What will the impact on the road of a large, liquid landslide in high winds? Potentially blowing material / mud onto the road.</p> <p>A cycleway will be necessary as cyclists currently present safety issues uphill and delay traffic if not so accommodated, I am keen to see the national speed limit maintained through the structure as well as pre-landslide overtaking sections. I suggest further exhibitions are held in Campbelltown and on Islay as people in these areas are equally impacted.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please find below a response to your feedback.</p> <p>Thank you for your feedback.</p> <p>The debris flow shelter will protect the part of the A83 considered to be at higher risk of debris flows and landslides. The extent is being informed by ongoing geotechnical modelling of the hillside, which is building on previous geotechnical modelling that has been developed and refined by experts in their field over multiple years. For over 15 years, the Scottish Road Network Landslide Study has guided how landslide risks are managed across the whole of the trunk road network, including the wider A83 trunk road outwith the</p>

	<p>Rest and Be Thankful. Depending on the records and location-specific issues, this has seen risk reduction measures implemented such as warning signage erected, mitigation schemes constructed or regular monitoring. This approach continues and will feed into ongoing work for the safe operation of the A83.</p> <p>The form of the preferred route option (the Brown Option) evolved through the Design Manual for Roads and Bridges (DMRB) Stage 2 from a sloping roof which allowed material to pass over the structure, to a notionally flat roof with catch pit arrangement on the uphill side of the structure.</p> <p>The purpose of the catch pit is to channel landslip material and rock or boulder fall, allowing it to be removed safely and efficiently without adversely impacting the road user or the slopes below the A83.</p> <p>The benefit of this arrangement is that material will not routinely pass over the roof, meaning the potential for material to blow onto the road is significantly reduced.</p> <p>Please be assured the debris flow shelter and catch pit are being designed to ensure they can withstand all appropriate loading conditions based on the developing assessment. This includes the lateral loading imposed by a debris flow event. To provide the</p>
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	<p>necessary level of restraint in this condition, the structure will be ‘anchored’ into the rock within the hillside.</p> <p>We appreciate your feedback with respect to cycle provision. As part of the DMRB Stage 3 design and assessment we are considering opportunities to encourage sustainable travel within the corridor. This includes bus, walking, cycling and wheeling facilities.</p> <p>There will continue to be opportunities to share your views with us, as hearing from communities affected by challenges at the A83 Rest and Be Thankful is of utmost importance to us. We will ensure that the local community is informed as we proceed with the DMRB Stage 3 design and assessment of the scheme. We intend to hold further engagement events through the assessment process and are considering the best approach and locations for these including in Campbeltown.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute</p>
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		<p>(A83) Story Map https://storymaps.arcgis.com/collecti ons/927aafb643374492b70b71408b 8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_05 8	<p>The angle of the slope means that it will always be liable to solifluction and soil creep of the road, positioned as it is at mudway up the slope will always be liable to movement. This can already be seen at the downslope side of the road which evidences tarmac – buckle as result of slope movement.</p> <p>This is going to be mitigated. A better alternative to the ugly solution proposed would be an alternative route back of the Arrochar Alps – meeting the current road at Glen Kinglass at Butter Bridge. This rote would follow the valley floor and thus avoid the soil movement from uphill. It would be a more stable platform for a more effective road in the long run</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please find below a response to your feedback.</p> <p>Thank you for your feedback.</p> <p>The debris flow shelter and catch pit are being designed to ensure they can withstand all appropriate loading conditions based on the developing assessment. This includes the lateral loading imposed by a debris flow event. To provide the necessary level of restraint the</p>

	<p>structure will be, ‘anchored’ into the rock within the hill.</p> <p>With respect to your alternative option noted, the Design Manuals for Roads and Bridges (DMRB) Stage 1 assessment considered 15 route corridors including one similar to that you have noted. These corridors were assessed based on the schemes transport planning objectives, a Scottish Transport Appraisal Guidance (STAG) assessment and an assessment of implementability. The conclusion of this assessment was that the preferred route corridor was Route Corridor 1 – the Glen Croe Valley. Full details of the assessment can be found here: Preliminary Engineering Services - DMRB Stage 1 Assessment - A83 Access to Argyll and Bute Transport Scotland.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p>
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		<p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_05 9	<p>I support the preferred route as it will be the quickest route to a solution for our A83 problem</p> <p>The sweeping viaduct over the valley flow would be more pleasing to the eye and could have generated a greater number of tourists but I accept cost must be a major factor in Scot Gov decision making</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p>

		<p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_06 0	<p>Preferred route seems to have been chosen as a) the most logical b) the most likely to proceed through the various staged without objection c) a tried and tested engineering solution. I would support this preferred choice of route.</p> <hr/> <p>The A83 is a vital conduit on the west side of the country. Over the years the west has benefited less from transport investment than the east side of the country – for example A9 investment, Aberdeen investment, new Forth crossings, rail improvements etc. It is understood that traffic flows and population levels are of a much lesser order, but not in the proportion of investment made. This improvement should have been carried out many years ago. Please prioritise now.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further</p>

		<p>information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
<p>ATAAB_06 1</p>	<p>An excellence solution both functional and aesthetically pleasing. Feeling excited about it! Will attract more traffic to Argyll and more tourism – all to the good</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further</p>

		<p>information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_06 2	<p>My preferred route was the viaduct. However, I recognise this was probably the costliest. The chosen route is probably next best.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email</p>
	<p>Disappointed not to see reflected in the time scale that fact that this problem has been ongoing for about 2 decades (or more). If action had taken place 15-20 years ago, we would now be at the end of the problem not at the start of the solution. Hope it starts soon.</p>	

		<p>A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
<p>ATAAB_06 3</p>	<p>My preference is for option 6 – not shown! A low level road and longer tunnel through to Glen Kingcross. Of the options shown I strongly prefer the green route, Southern viaduct and from road on 'other side' of the Glen</p> <hr/> <p>The 'green' route can be built with minimal disruption to traffic flows. The brown route apparently favoured by engineers - will mean many more days of road closures, use of OMR and continued disruption</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email</p>

		<p>A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
<p>ATAAB_06 4</p>	<p>The preferred route is aesthetic and will provide a long term solution to this important network into Argyll. I think it's a great and look forward to its completion.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email</p>

		<p>A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_06 5	<p>I'm not really worried about which choice is made for new road, as long as it makes the road safe to travel on. What will happen if landslides change their course will extra bits be able to be added to the existing overhead canopy? at either end if necessary.</p> <p>Another point to make is, how stable is the hillside, if a lot of drilling etc to put the pillars in to hold the canopy - could the hillside be loosened by the work being done - cause a massive landslide.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please find below a response to your feedback.</p> <p>Thank you for your feedback.</p> <p>The debris flow shelter will protect the part of the road considered to be at higher risk of debris flows and landslides. The exact extent is being informed by ongoing and detailed geotechnical modelling of the hillside, which is building on previous geotechnical modelling that has been developed and refined by experts in their field over multiple years.</p> <p>Similarly, considering the constructability of the options was a key focus area of the Design</p>

	<p>Manual for Roads and Bridges (DMRB) Stage 2 assessment and continues to be a focus area during DMRB Stage 3. The method of construction which continues to be refined will be specifically developed to address the risk of instability during construction and this has already been considered within the three-to-four-year construction duration noted in the DMRB Stage 2 assessment.</p> <p>In response to your comment regarding stability, the structure will be tied into the rock beneath the hillside to ensure it can withstand all appropriate loading conditions imposed by landslides and boulder fall. Further details of the design and emerging construction processes can be found the DMRB Stage 2 assessment report part 2, section 5 which can be found here: Design Manual for Roads and Bridges (DMRB) stage two route options assessment report - A83 Access to Argyll and Bute Transport Scotland</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute</p>
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		<p>(A83) Story Map https://storymaps.arcgis.com/collecti ons/927aafb643374492b70b71408b 8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_06 6	[REDACTED] Conversation on community benefits and the concerns faced by the small community Suggest follow up at appropriate time	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please find below a response to your feedback.</p> <p>Thank you for your feedback.</p> <p>We noted your request at the June exhibitions to arrange a follow-up to discuss potential community benefits and concerns faced by the local community. We will be in touch shortly to continue this discussion. Please be assured that there will continue to be opportunities to</p>

	<p>share your views with us, as hearing from communities affected by challenges at the A83 Rest and Be Thankful is of utmost importance to us.</p> <p>Please also note the A83 Story Map has been created to provide the latest information about the proposed scheme, which can be found here: Access to Argyll and Bute (A83) Story Map (arcgis.com). The A83 Story Map also contains a 'contact us' section where anyone can ask questions of or provide feedback to the project team.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
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<p>ATAAB_06 7</p>	<p>1) Having visited the Exhibition in Arrochar 12th June I came away much better informed. My previous A83 'preferred route' was to follow the general line of the present forestry road on the opposite side of Glen Croe. However, I was assured by [REDACTED] of Transport Scotland that this has been investigated and rejected, on the grounds that it was apparently also subject to landslip. I have always considered that these slopes as part of Ben Donich wer less steep overall than hillside opposite, on Beinn Luibhean. Having studies the exhibition information clearly explained by [REDACTED] and considered the other options, my own view is in favour of the Preferred Route for the permanent long term solution at the A83 Rest and be Thankful (the brown option) with the Debris Flow Shelter. The idea of the proposed maintenance access track onto the roof of the shelter for removal of debris from the catchpit areas thereby reducing the impact of disrupting traffic seems to me a workable and safe arrangement – providing a visually acceptable site for the debris is available (perhaps upgrading forestry roads?). The scale of the imposing surroundings of Glen Croe</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
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	<p>would be in my view well able to accommodate the presence of a flow shelter e.g. when viewed from the hillside opposite on the sloped of Ben Donich. It would also be very much less intrusive than a viaduct scheme.</p> <p>2) The exhibition video shows long, broken, white centre lines through the shelter. Double continuous white lines would surely be advisable? *CYCLISTS: safety lane provision for cyclists would be essential, at least within the shelter section. *The OMR has considerable historical significance. It was also the site of a famous car speed hillclimb for years, as the RACD National Hillclimb Championship. I think this should be properly respected in the course of 'improvements'. I understand that the OMR will return to it's traditional form, including the hairpin near the top, after completion of the long term solution works. Business and year round users may well find the medium term use of the OMR a problem especially HGV traffic.</p>	
ATAAB_06 8	I would prefer the brown option, the debris flow shelter'	Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July

		<p>2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_06 9	Looks to be a practical solution that will deliver the required resilience to the route	Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred

	<p>[REDACTED] land appears to be impacted in a couple of ways - 1. part of the [REDACTED] car park at the top of the Rest looks to be required for the construction - will there be provision to extend the car park westwards to retain the usable area, and redesign the car park to include interpretation of the works? There might be an opportunity for the redesign to allow the car park to remain open when the OMR is in operation as a diversion route?</p> <p>2. [REDACTED] require ongoing access to the hillside above the catch netting, approximately where the access route to the roof of the shelter is shown. Can provision be made to allow this access to remain, to allow maintenance of the new woodland area?</p>	<p>Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please find below a response to your feedback.</p> <p>Thank you for your feedback.</p> <p>We understand the importance of the A83 Rest and Be Thankful car park and bus stop. A key aspect of the ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 assessment is to consider ways to refine the design to retain and where possible improve the amenity and usability of this asset. Similarly, the design will seek to ensure access is retained or appropriate alternative access provided to the adjacent landscape including the new woodland area.</p> <p>As we continue through to the design and assessment process, we will continue to engage with affected landowners, local communities and road users to seek feedback on the emerging outcomes of the assessment.</p>
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ATAAB_070	<p>On preferred Route</p> <p>a) It has taken 20 years to do what should have been done in less that 5 years to determine the best option</p> <p>b) Hundred of millions of pounds have been wasted in studies, exhibitions, and temporary measures, much of which is now abortive</p> <p>I would appreciate detailed reply on points made below: From brief discussion at exhibition, not convinced enough ground investigation to substantiate viability and cost of preferred Brown option. E.g.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please find below a response to</p>

	<p>can the weight of the debris flow shelter be taken by the existing (unstable?) road embankment? And hence cost implications - is this included for in £430 million cost estimate?</p>	<p>your feedback.</p> <p>Thank you for your feedback. The engagement will consider numerous factors including accesses.</p> <p>The assessment to date has been based on a preliminary ground investigation which is usual practice and considered sufficient to undertake the comparative assessment of options as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment.</p> <p>Now that the preferred route option has been identified, more detailed and targeted ground investigation is being undertaken to enable the more detailed ongoing design and assessment. We are expecting detailed ground investigation works to commence early next year. This approach is considered best practice for all equivalent linear infrastructure schemes. We note that the preferred route option seeks to work with and make use of the catch pits which have already been constructed meaning in some areas no additional excavation will be required.</p> <p>With respect to the cost estimates, these were established for all options considered as part of the DMRB Stage 2 assessment process.</p> <p>To establish the cost estimates, the options were broken down to key</p>
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	<p>components with a rate applied based on the latest market information from a variety of available sources.</p> <p>For each option, a quantified risk assessment was also developed which sought to apply a cost or benefit from each of the risks and opportunities defined which included risks with respect to ground conditions. The value of the costs and benefits were then added to the cost estimate for each option.</p> <p>Furthermore, an Optimism Bias has also been applied to each cost estimate including the preferred route option. Optimism Bias is the recognised way of adjusting cost estimates to account for a tendency towards underestimation. The value of Optimism Bias is greater the earlier in the scheme and reduces as the scheme develops and more information is known. This is again considered best practice and used throughout the UK.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map</p>
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ATAAB_07 1	<p>Hi Argyll access team</p> <p>We enjoyed a very informative visit to your exhibition in Lochgilphead, especially our very productive conversation with your excellent and knowledgeable representative [REDACTED].</p> <p>However, the underlying question still remains as to why the 'Brown' option appears once again after 10 years when it was first suggested and only now being decided after spending many thousands of taxpayers money for a temporary solution in addition to all the ongoing inconvenience to both the public and Argyll businesses.</p> <p>We therefore trust that the implementation of the permanent solution will be the Brown option-Debris Flow Shelter, which is our preferred option and to be completed as</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute</p>

	<p>soon as possible.</p> <p>Yours in anticipation of a speedy resolve.</p> <p>[REDACTED]</p>	<p>(A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_07 2	<p>Having been driving this road regularly for over 40 years, it is a relief that this preferred route has finally been chosen - to myself and my neighbours it has seemed the only viable option from the outset. Hopefully now the consultation phase can be concluded quickly, and an efficient construction programme urgently put in place. [REDACTED], priority considerations for us are efficient and safe turning onto and off of the Glen Mhor B828, and maintaining a designated interchange bus stop for the CityLink and local bus services which is NOT blocked by touring coaches as frequently happens in summer months at present. Special consideration will need to be given to winter conditions - ability to clear snow that will be driven sideways into the</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future</p>

	<p>covered section of road, and also potential for snow/ice build-up at the entrance and exit to the covered section. Drivers will need warning of the potential sudden change of surface conditions here.</p>	<p>developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_073	<p>The preferred route seems a reasonable solution to me, the only concern I have would be the fact the the engineering works for the solution will obviously mean that the current A83 route will be obstructed for some considerable time while works are ongoing.</p> <p>The main thing is that a solution is finally being considered and as long as some solution is engineered, that is the main thing as Argyll road users have suffered for far too long with road works and closures.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future</p>

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ATAAB_074	<p>1. We approve of the recommended route (brown option). 2.Up-grading the Old Military Road should commence as a priority. 3. The construction of the permanent solution should commence immediately</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p>
	<p>1. This solution is long overdue. It was clear 10 years ago that this was the necessary design - as has been used in Europe for many years. 2. The delay over the last 10 years has been unacceptable and a complete waste of money.</p>	<p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please</p>

		<p>visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_07 5	<p>The solution in my opinion is suitable and should have been done years ago. My only question is when will this be completed and give people of Argyll to have a reliable road network.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute</p>

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ATAAB_076	<p>I attended the exhibition in Lochgilphead and have a few comments to make on the proposal for a flow shelter. The road corridor will need to be widened for the shelter, say 7.3m road and 2.5m cycleway / footway on either side. In addition, the outer support will probably need to be located 1-2m inside the existing safety barrier. You will need to excavate approx 8m width into the hillside and all the sump pits that have been excavated in the last few years will need to be infilled. The simplest option is to re-route the road to the other side of the glen. The entire route could be realigned with no hold ups for through traffic apart from the tie-ins. The best option has been ignored. Build a tunnel from the straight at Cairndow to The Torpedo Range just before Arrochar, This would also remove the landslip risk from the Cairndow straight and</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please find below a response to your feedback.</p> <p>Thank you for your feedback.</p> <p>The Design Manual for Roads and Bridges (DMRB) Stage 2 assessment considered a cross section which consisted of a 7.3m carriageway, 1.0m hard strips and minimally 2.5m verges. Beyond which there would be a protection wall and catch pit totalling</p>

	<p>Glen Kinglas, which have been blocked by landslips recently. Bearing in mind that the A9 dualling is twenty years behind schedule I can see it being thirty years before the A83 has a permanent solution.</p>	<p>approximately 7m's, noting the above cross section would continue to be refined as we progress through the assessment process. The extent of the excavation would vary but as you suggest there could be around 8m of excavation in places. We note however that the preferred route option seeks to work with and make use of the 'sump pits' which have already been constructed, meaning in some areas no additional excavation will be required.</p> <p>An important part of the assessment process is the consideration of walking, cycling and wheeling provision and this will be considered further through DMRB Stage 3. As part of this process there will continue to be opportunities to share your views with us, as hearing from communities affected by challenges at the A83 Rest and Be Thankful is of utmost importance to us.</p> <p>As part of the DMRB Stage 2 assessment, the option known as the Green Option considered a road on the opposite side of the glen. Full details of this option is contained in the DMRB Stage 2 report, part 2 which can be found here: Design Manual for Roads and Bridges (DMRB) stage two route options assessment report - A83 Access to Argyll and Bute Transport Scotland</p> <p>The DMRB Stage 2 assessment concluded that the slope on the</p>
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	<p>opposite side of the glen is also potentially vulnerable to landslip and boulder fall, meaning an equivalent debris flow shelter structure would be required on that side, over a potentially much longer length to protect the Green Option. This would be in addition to two significant viaduct structures to take the road across the glen on both sides. The result would be a much longer construction duration for the Green Option compared to the other options considered.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collecti ons/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
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<p>ATAAB_07 7</p>	<p>1). It is welcome news that the A83 project is being developed. However the consultation I attended in Lochgilphead raises a number of practical and aesthetic concerns about the proposed Brown scheme. Please see following comment:</p> <p>Negative visual impact of the proposed design shelter scheme located within the Loch Lomond National Park - an area that is sensitive to development and of outstanding visual beauty. The journey through the national park, surrounding environment and iconic views are an economic asset to Argyll & Bute offering drama and beauty to visitors and local communities alike. The proposed design scheme of the Shelter is unsightly and highly insensitive to the amenity and experience of travel through the mountains. It is very important that a new road design addresses the land slide issues AND also at the same time takes into account the surrounding amenity of the environment. This is one of Scotland's iconic road journeys.</p> <p>The proposed use of the Old Military Road as the main artery road into Argyll and Bute is both impractical and</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please find below a response to your feedback.</p> <p>Thank you for your feedback.</p> <p>In response to your query regarding visual impacts, we appreciate the importance of the panoramic quality of Glen Croe and this has been a key consideration throughout our assessment work. A Landscape and Visual Impact Assessment was undertaken as part of Design Manual for Roads and Bridges (DMRB) Stage 2 and is reported in part 3, sections 5 and 6 of the DMRB Stage 2 report which can be found here: Design Manual for Roads and Bridges (DMRB) stage two route options assessment report – A83 Access to Argyll and Bute Transport Scotland.</p> <p>Landscape and visual impact continue to form a key aspect of the</p>
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	<p>highly risky to rural businesses, tourism and the local community some of whom are only recovering from the pandemic. There was no information available at the consultation about the economic impact which is an obvious question. However it is common sense that the closure of the A83 with access to the Old Military Road is going to be hugely disruptive to local communities, businesses and visitors to the area who provide essential income to local businesses. The Brown option is impractical and not viable as journey time will be slow, unpredictable and will risk the future development of businesses to and from Argyll. The design of the shelter structure is unsightly and insensitive to the mountain environment.</p> <p>The Shelter design does not fully address the issues of landslide on A83 both after completion and during the construction process of 4 years+. Landslides could take place before and after the length of the shelter and during construction of the new road a landslide is likely to impact the use of the Old Military Road. Even once completion of the Brown scheme the use of heavy</p>	<p>DMRB Stage 3 assessment process through which we are considering ways to integrate the preferred route option into the landscape. This includes the extent and aesthetics of the exposed rock faces, the debris flow shelter structure and roof. The debris flow shelter will also be mostly open on the valley side which will allow road users to continue to enjoy views of the landscape as they pass through the structure. As part of DMRB Stage 3 we regularly engage with stakeholders including the National Park and Argyll & Bute Council regarding the design and aesthetics of the scheme. There will also continue to be opportunities to share your views with us, as hearing from communities affected by challenges at the A83 Rest and Be Thankful is of utmost importance to us. We intend to continue engagement through the assessment process and will ensure the A83 Story Map, which can be found here: Access to Argyll and Bute (A83) Story Map (arcgis.com) is kept up-to-date as the scheme develops.</p> <p>With regard to the use of the Old Military Road (OMR), the improvements proposed to the OMR as part of the medium-term solution (MTS) will not only improve the safety and resilience of the OMR as the local diversion but also reduce journey times compared to what is experienced when the OMR is in use now. This will be principally</p>
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	<p>machinery operating above the road is unsightly, risky and unattractive to an area that is noted for outstanding beauty and drama.</p> <p>2) Additional information</p> <p>The staff at the consultation did not seem open to other options and answered by saying would "we prefer to use the long diversion instead around A82..". My impression is that some of the staff present are unaware of living in a rural context and do not know that rural living means there is acceptance of extreme unusual weather and how this can impact journeys (snow, wind, landslide) but at the same time there is an awareness of the implications of the solutions involving the A83.</p> <p>If this was a situation affecting the M8 between Edinburgh and Glasgow would you accept it being closed for 3 to 4 years to fix it? I think not. The number of users is not a factor to justify a cheaper option that in reality is hugely expensive for the people who live in Argyll.</p> <p>In other words my main issue is the cost saving made by the selection of the cheapest scheme - Brown scheme is</p>	<p>achieved through widening the OMR to increase the extent of the two-way operation as far as practical. In parallel with this, our multidisciplinary team is working hard to consider opportunities to minimise disruption during the construction of the permanent solution, which includes prefabrication and modular construction amongst other techniques.</p> <p>The DMRB assessment process which informed the preferred route option for the permanent long-term solution considers a balanced assessment across engineering, environmental, traffic and economic criteria.</p> <p>The impact of disruption during construction associated with all options including the Brown Option (preferred option), was considered under the traffic and economic assessment and is reported in part 4 of the DMRB Stage 2 report which can be accessed at the link provided previously. This assessment considered the works proposed to the OMR as part of the MTS. It is noted that we will continue to update the economic assessment through DMRB Stage 3.</p> <p>The extent of all options considered at DMRB Stage 2 sought to address the risk of landslips associated with the Beinn Luibhean slope. The exact extent of the debris flow</p>
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	<p>that its economic and social impacts have not been quantified - the resulting economic impact of shutting the main route to Argyll for 3-4 years will severely impact the amenity for local communities, visitors and businesses resulting in lost revenue and opportunities. It is not a viable option to close a trunk road and expect the public to use a side road for this length of time. Please can you provide information of an example in the UK where this has been done successfully?</p> <p>The Brown Shelter design is unaesthetic and unsuitable to be sited within an area of outstanding beauty. The viaduct or tunnel options are more suitable to a 21st century solution. It is understood there are financial pressures but in the long-term the costs of a viaduct or a tunnel as preferred options are much more likely to improve the amenity for local businesses, local communities and visitors and to attract future investment within a sustainable solution and less likely to be impacted by landslides in the future.</p>	<p>shelter will be refined through DMRB Stage 3 to ensure it covers the part of the road considered to be at higher risk of debris flows and landslips.</p> <p>During the ongoing development, communities and users will continue to be engaged to ensure their feedback helps shape the solution going forward.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
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<p>ATAAB_07 8</p>	<p>The only logical solution in terms of geotechnical risk management. The solution addresses the prevailing geotechnical hazards - 1 - Extensive erodible deposits prone to debris flow 2 - Boulders 3 - High strength deposits at shallow depth 4 - Buried obstructions under existing road</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
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<p>ATAAB_07 9</p>	<p>This seems quite suitable but needs to be built as soon as possible. It would be much appreciated if public toilets along with a small visitor centre (and even a cafe) was built at the summit. In such a remote area surely this would make good sense for regular users and tourists.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
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<p>ATAAB_080</p>	<p>Looks ugly! It ruins the scenery! Makes me not want to go there and visit! I will be avoiding the area if this is what you are doing to the beautiful country sites and views! Looks like a concrete coffin!</p> <p>As I said above I will not use this or visit the area with that covering the road! Disgusting and wasteful money, putting towards this horrible concrete monstrosity!</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
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<p>ATAAB_08 1</p>	<p>Why are the catchpits required - why not design it in such a way as to deflect and debris to the downhill side of the road?</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please find below a response to your feedback.</p> <p>Thank you for your feedback.</p> <p>The catch pits are designed to channel landslip material and rock fall, allowing it to be removed safely and efficiently without adversely impacting the road user or the slopes below the A83. They also contribute to our ability to manage potential changes to the hillside and the water environment.</p> <p>The catch pits are designed to work in combination with the debris flow shelter, with the roof of the debris flow shelter providing an extra level of protection from very extreme landslide events as well as protecting the road users from boulder fall. The roof will also provide maintenance access to the catch pit and the structure itself. The</p>
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	<p>design of the debris flow shelter and catch pit will be further refined as we take the scheme through the next phase of design and assessment.</p> <p>Full details of how and why this option evolved to include catch pits, opposed to allowing the material to flow over the roof are contained in the Design Manual for Roads and Bridges (DMRB) Stage 2 report, part 2, section 5.2 which can be found here: Design Manual for Roads and Bridges (DMRB) stage two route options assessment report - A83 Access to Argyll and Bute Transport Scotland.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the</p>
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		project.
ATAAB_08 2 (No contact details provided)	Very good solution that should keep any disruption to a minimum. Finally copying good ideas from the European road network that actually do their job, and I hope this scheme does just that. Overall, I am fully supportive of this scheme and hope it gets completed ASAP.	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email</p>

		<p>A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
<p>ATAAB_08 3</p>	<p>I think it's the most sensible solution from the options presented. The approach will greatly assist the route being integrated into the landscape, and the open sides of the 'tunnel' will allow light and the view in.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email</p>

		<p>A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_08 4	<p>Yeah good. But i cant help feeling the resources would be better spent on the A82 loch Lomond. It carries more traffic. But i welcoeme investment and hope this is the start of good infrastructure projects that will good for the economy and good for the environment (less traffic, less trips, and active travel provisions)</p> <p>Why are tunnels so expensive?, there is little transport management in the construction, you dont have to play around with as much soil, and costs should be more predictable, no hidden artefacts etc.</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p>

		<p>Thank you for your interest in the project.</p>
<p>ATAAB_08 5</p>	<p>1. I understand from comment made at the exhibition that the preferred route debris flow shelter will be a stand alone structure and will not be keyed into the adjacent hillside, due to the friability of the hillside rock, and in order to facilitate the provision of the catch pit. Consequently, any benefit in reducing the impact of the shelter on the hillside will be negated. This will complicate and pose difficulties in designing a shelter suitable for an area designated as a national park.</p> <p>2. It is not clear where any spoil from the catch pit will be deposited. At present the dumping of spoil adjacent to the A83 at the Butterbridge and Glen Kinglas detracts from the landscape of the glen which of course is not in the national park area</p> <p>3. Again, I understand that the work on the shelter will not commence until the Old Military Road has been upgraded to accommodate</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please find below a response to your feedback.</p> <p>Thank you for your feedback.</p> <p>1 - The debris flow shelter and catch pit is being designed to ensure it can withstand all appropriate loading conditions based on the developing assessment. This includes the lateral loading imposed by a debris flow event. To provide the necessary level of restraint in this condition, 'anchoring' into the rock within the hill is required; and the mechanism to best achieve this</p>

	<p>traffic while the shelter is being built. After all the years of waiting for a solution to the problem, it is vital that a time frame is made public regarding the phased work on the project. This is not available just now, not being mentioned in the medium term solution.</p> <p>4. If the option of a viaduct had been taken forward, as the preferred solution, then the existing use of the A83 could have continued while the viaduct was being constructed. A well designed viaduct would enhance the landscape of Glen Croe and act as a focal point for entry to Argyll, providing a memorable, visual experience for visitors to the west coast of Scotland, similar to that of the Kylesku bridge, in Sutherland.</p>	<p>will be refined through the ongoing development process and informed by additional targeted ground investigation proposed on the hillside.</p> <p>Through the ongoing design development, we will also continue to consider ways to further integrate the preferred route option into the adjacent landscape. This will include the extent and aesthetics of the exposed rock faces, the debris flow shelter structure and roof.</p> <p>2 - In response to your second comment regarding the spoil from the catch pit, this again forms a key part of the ongoing design development and assessment.</p> <p>The design of the structure includes maintenance access on the roof of the debris flow shelter, meaning should debris need to be cleared from the catch pit, this can be done safely from the roof, without adversely impacting the road user. Moreover, we continue to investigate ways to safely pass some of the sediment under the road through culverts, to retain the natural processes of sediment transfer as far as possible. This means disposal of spoil from the catch pit would generally be following a major event only.</p> <p>3 - In response to your query about timescales, we are working at pace to deliver the permanent solution as quickly as possible. The next stage</p>
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	<p>of this is the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment which will conclude in the preparation of draft Road Orders and an Environmental Impact Assessment Report which we are working to publish before the end of 2024 as noted in the exhibition panels.</p> <p>Timescales thereafter will depend on whether any objections are received to the proposed scheme, as these will need to be addressed before a main works contractor is appointed and the scheme moves to construction. Noting the construction is estimated to take between three to four years, with the range reflecting the risk of weather to the construction duration.</p> <p>The medium-term solution (MTS) was announced in December 2022, with its intent being to deliver a safe, proportionate and more resilient diversion route for use when the A83 is closed. As you suggest, the interventions will be in place prior to the construction of the permanent solution to reduce the disruption during the construction period.</p> <p>The suggestion of a phased approach is to ensure the MTS interventions are delivered as quickly as possible, considering the relevant statutory processes that need to be adhered to. This includes developing a proactive and robust delivery and procurement</p>
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	<p>strategy to ensure the works are delivered successfully. The first phase of the MTS has now commenced and we will continue to update the communities and road users as further details are available.</p> <p>4 – With respect to your comment regarding a viaduct, the DMRB Stage 2 assessment considered a comparative assessment of principally five options which included various combinations of viaducts, tunnels and debris flow shelters.</p> <p>The DMRB assessment process considers a balanced assessment across engineering, environmental, traffic and economic criteria. Noting disruption during construction associated with all options is considered under the traffic and economic assessment.</p> <p>The key reasons to support the preferred route option are that it could achieve the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and the greatest opportunity to encourage sustainable travel.</p> <p>Full details of the assessment are contained on the DMRB Stage 2</p>
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		<p>report which can be found here: Design Manual for Roads and Bridges (DMRB) stage two route options assessment report - A83 Access to Argyll and Bute Transport Scotland.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
ATAAB_086	The route you have chosen is Ideal and the cover over the highway is an proved method of rockfall protection. Why this was not proposed years ago is beyond me. The sooner it is completed the better.	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route</p>

	<p>which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collections/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
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<p>ATAAB_08 7</p>	<p>[REDACTED] This letter is a response to the above consultation being undertaken with regard to the preferred route for a permanent, long-term solution for Trunk Road access to Argyll & Bute by way of the A83.</p> <p>[REDACTED] is a developer, owner and operator in renewable energy, active in the UK and throughout Scandinavia [REDACTED].</p> <p>[REDACTED] is very supportive of the proposals to improve and upgrade the A83 route in principle and recognises that in terms of the various project objectives covering matters such as resilience, safety, sustainable travel and the environment, that an upgrade to the route can result in considerable benefits. In particular, it is recognised that the landslide issues are considerable and must be addressed by way of an upgrade to this route infrastructure.</p> <p>The consultation material refers to a Traffic and Economic Assessment as being important and it is noted that it sets out that the A83 is considered as key infrastructure in supporting the wider national economy (connecting businesses and communities, facilitating access to essential services, and supporting jobs and</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please find below a response to your feedback.</p> <p>Thank you for your feedback.</p> <p>We note your support for the proposals to upgrade the A83 in principle. We also note your reference to the renewables sector in Argyll and Bute and various aspects of National Policy, namely the National Planning Framework 4 (NPF4) and the Onshore Wind Policy Statement (OWPS).</p> <p>Since the preferred route option was announced in Spring 2023, design work for scheme is progressing as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. This design work will continue in the coming months to inform the Environmental Impact Assessment (EIA) and statutory process.</p> <p>Whilst the design work is ongoing,</p>
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	<p>activities in industries such as healthcare, education, agriculture, forestry, tourism, energy and renewables). Therefore, consideration of the wider economic benefits also forms a key part of the assessment.</p> <p>This recognition of key sectors of the economy (including specifically energy and renewables) and their reliance on the A83 is welcomed and indeed is considered to be a critical part of the assessment process in forming the final technical specification to be taken forward for implementation.</p> <p>It is noted that in terms of next steps, the consultation material sets out that the next stage of the assessment process will include design development and refinement of the preferred route and further consultation with affected parties and relevant interest groups. In this regard [REDACTED] is active as a developer within the renewables sector throughout Scotland and has a number of project developments within Argyll & Bute.</p> <p>Argyll & Bute and the Energy / Renewables sector & National Policy</p> <p>The wider Argyll & Bute area is rich in renewable energy resources and has been very attractive to the wind energy</p>	<p>we have provided a response below to the comments raised as part of your feedback. We would be happy to continue engagement with [REDACTED] as the scheme progresses.</p> <p>Scottish High Load Grid</p> <p>Transport Scotland published The High Load Grid in November 2022. This document sets out details of the strategic network of trunk and non-trunk road routes with protected headroom clearances greater than the recognised UK standard of 5.03m (this being the maintained headroom requirement set out in DMRB CD 127 'Cross sections and headrooms', recognising that new construction requires a headroom of 5.3m to be achieved).</p> <p>The routes listed in The High Load Grid are considered suitable for vehicles with a travelling height equal to or less than those stated, provided that all other laden dimensions and weights comply with The Road Vehicle (Construction & Use) Regulations and other relevant legislation.</p> <p>At present, no section of the A83 trunk road is identified as a high load route. Transport Scotland does not propose to designate the A83 as a high load route.</p> <p>Existing A83 & Connecting Road Network Constraints</p> <p>There are several locations on the A83 route and on the connecting road network outwith the extents of</p>
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	<p>sector. This is evidenced by the number of operational wind farms in the region and also by way of a substantial number of wind farm consents and other projects that are active within the planning system at the present time. In addition, various projects are in the pre-application planning stage.</p> <p>Furthermore, considerable grid reinforcement has taken place and is still underway within the region which will enable the transmission of considerable consented and contracted renewable capacity.</p> <p>The western Argyll and Kintyre area can be accessed by way of a marine port at Campbeltown which links to the A83 northwards to Tarbert and Lochgilphead. However, the eastern part of Argyll west of Arrochar and east of Inveraray and extending southwards towards Bute and covering the Cowal Peninsula, relies upon road access by way of the A83 travelling from the east to provide a route for not only general construction traffic, but for Abnormal Indivisible Loads (AIL) which convey wind turbine tower and blade components. Given the nature of wind turbine components, the movement of these will frequently trigger AIL requirements.</p> <p>National Planning Policy</p> <p>In terms of national planning</p>	<p>the proposed scheme where vertical road geometry constraints are currently in place. These existing constraints do not conform with current DMRB standards and limit certain vehicles using the A83 and the surrounding road network.</p> <p>Examples include:</p> <ul style="list-style-type: none"> • The railway structure over the A83 near Arrochar (approximately 8km east of the scheme), where the maximum headroom is 4.87m (16ft); • The railway structure over the A814 near Portincaple (approximately 20km south of the scheme), where the maximum headroom is 4.2m (13ft); and, • The steep bridge deck on the A83 near Inveraray (approximately 16km south-west of the scheme). <p>We understand that Network Rail is developing proposals to improve the headroom of the railway structure near Arrochar (first bullet point above) to 5.3m. There are currently no proposals in place to upgrade the other constraints noted above (or elsewhere on the network).</p> <p>Emerging A83 Design</p> <p>We confirm that the proposed cross-section within the emerging design is in line with the requirements for a rural all-purpose single carriageway road set out in DMRB CD 127 Figure 2.1.1N1e. This includes</p>
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	<p>policy, National Planning Framework 4 (NPF4) came into force in February 2023. It identifies strategic renewable electricity generation and transmission infrastructure as having ‘national development’ status. The policy sets out that a large and rapid increase in electricity generation from renewable sources will be essential for Scotland to meet its Net Zero emission reduction targets. It sets out a specific ‘statement of need’ that additional electricity generated from renewables and electricity transmission capacity of scale is fundamental to achieving a Net Zero economy. The various national developments set out in NPF4 are to be a focus for delivery of the Government’s National Spatial Strategy.</p> <p>More detailed planning policy support in relation to onshore wind is set out in the Onshore Wind Policy Statement (OWPS) which was published by the Scottish Government in December 2022. It sets out (page 3) that:</p> <p>“Scotland has been a front runner in onshore wind and, while other renewable technologies are starting to reach commercial maturity, continued deployment of onshore wind will be key to ensuring our 2030 targets are met”.</p>	<p>running lanes of 3.65m width in either direction (i.e. 7.3m overall width). The proposed cross section is wider than the existing A83 cross section which will make the A83 safer and improve its operation, particularly for large vehicles by increasing the width of usable carriageway.</p> <p>We confirm that the minimum headroom for the debris flow shelter within the emerging design is 5.3m. This is in accordance with Table 4.1 of DMRB CD 127, recognising that the A83 does not form part of Transport Scotland’s High Load Grid.</p> <p>A swept path analysis of the emerging design has been undertaken in both the northbound and southbound directions throughout the proposed scheme. This analysed a vehicle length of 50.351m, which is the largest vehicle type available in the industry standard Vehicle Tracking software used on the project (AutoTrack). The outcome of this analysis confirms that this design vehicle would have no issues navigating the horizontal geometry, provided it could use the full width of the proposed carriageway (likely facilitated by a temporary closure or halting of oncoming traffic). As the alignment of the debris flow shelter structure itself is relatively straight, longer vehicles could also likely be accommodated as a result of the widened cross section. We would be happy to continue consultation with [REDACTED] regarding this</p>
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	<p>The OWPS adds (page 5) that there is a requirement to go “further and faster than before” and that given the anticipated increases in peak demand for electricity that this will “require a substantial increase in installed capacity across all renewable technologies”. Within the OWPS the Government sets out a new minimum installed capacity of 20 Gigawatts (GW) of onshore wind in Scotland by 2030. At present there is only some 8.7 GW operational in Scotland, therefore there is to be a substantial increase in the deployment of onshore wind in particular before 2030, but also beyond that date.</p> <p>Given the scale of the deployment of onshore wind required, the Government is progressing with the establishment of an Onshore Wind Sector Deal which will involve a collaborative approach across Government, industry and community representatives and other stakeholders to deliver the Government’s onshore wind ambitions.</p> <p>The OWPS sets out (chapter 7, paragraph 7.1.3) that in order to meet the legally binding Net Zero targets, the Government estimates that some 3,400 additional turbines will need to be installed in Scotland between now and</p>	<p>assessment.</p> <p>Access During Ongoing Investigations and Construction</p> <p>We note your comments regarding consideration for Abnormal Indivisible Loads (AIL) during both site investigation surveys and the construction phase.</p> <p>Through the DMRB Stage 3 assessment, we are considering the constructability and construction details of the proposed scheme in more detail. As part of this review, a key consideration will be to ensure that impacts to road users and vehicles will be mitigated as far as practical but acknowledging the desire from many to have the permanent solution available as quickly as possible. We note your request that access to projects is not impeded.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collecti ons/927aafb643374492b70b71408b8e9508</p> <p>If you require any further</p>
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	<p>2030. This is the equivalent of a new turbine being installed every day between 2025 and 2030. The Government sets out in the statement that:</p> <p>“Given this, and the significant issues surrounding the transportation of components, this issue has been brought into fresh focus, as we consider it could have serious implications on the delivery of our renewable energy pipeline and subsequent threat to our 2030 net zero targets”.</p> <p>The Government makes it clear in the OWPS that it is working directly with senior members of Police Scotland (with regard to AIL escorts) and haulier industries to ensure that turbine components can be efficiently and effectively conveyed to sites.</p> <p>A related issue is that with technological advances, turbine components are increasing in size which means that the choice of access routes by way of the strategic road network is becoming more limited. It is therefore imperative that if new road infrastructure is being planned, that it should have a sufficient specification such that it has the ability to accommodate the transport of current and future sized components. In this regard it is considered critical that the new route and infrastructure to</p>	<p>information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
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	<p>be implemented on the A83 be 'future proofed' such that it can continue to provide an access route for AIL for the eastern area of Argyll & Bute, which at the present time does not have appropriate marine access, such as that enjoyed in Kintyre.</p> <p>Technical Review</p> <p>We understand that the current proposals for the debris shelter option provide for a 7.2m wide running surface and a maximum height of 5.3m. Whilst these dimensions may cater for current wind farm AIL access, current trends for higher and larger rotor diameters are likely to exceed the height parameters in the mid to longer term.</p> <p>The current largest tower section for a 155 – 170m wind turbine rotor at a tip height (ground to highest tip when rotating) is circa 4.8m. With a ground clearance of 0.2m and a further air space of 0.2m, this results in a height envelope of 5.2m. FORL is aware however that for turbine tip heights of over 250m that tower dimensions in excess of 5.0m are proposed. This widened tower section allows for greater structural stability through the operational life of the turbine.</p> <p>Turbine tip heights of over</p>	
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	<p>200m are now becoming more acceptable given the increase in power and generation availability that these machines can bring. It is therefore foreseeable that such applications in eastern Argyll will be made for new sites and for the repowering of existing operational sites.</p> <p>With a 5.8m wide tower section, the clearance envelope required would be 6.2m. A figure illustrating such a tower section is provided in the attached drawing for your information. Such a load could not pass through the proposed debris shelter, with the necessary roof height required to be up to 6.5m.</p> <p>The ability for developers to influence or change the tower specifications with turbine suppliers is limited and the ability to provide site specific towers is not wholly economical. As such, a limit on tower dimensions may significantly restrict the ability for development to occur in these areas.</p> <p>The types of high load that the proposed debris shelter may restrict would include turbine tower loads, access for High Voltage (HV) power transformers and access for adjacent energy technologies such as Synchronous Condensers (required for grid</p>	
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	<p>stability) and Hydrogen electrolysers (another key component for the transition to green fuel sources, especially important for local production in rural areas).</p> <p>The transport of high loads is not the only factor to consider. The enclosed nature of the debris shelter may also restrict the ability for long loads to transit this section of road. As the proposed design has yet to be finalised and that the internal vertical and horizontal curvature is as yet unknown, we recommend and request that the ability of turbine blade loads up to 90m in length is considered in your design. We would be happy to undertake a further assessment once more details of the debris shelter are available.</p> <p>Alternative Routes</p> <p>By the nature of the proposed loads, the diversion of loads via Tyndrum and Dalmally is not feasible due to a number of road geometric, structural and environmental restrictions.</p> <p>Access along the Old Military Road to bypass this section of the A83 is also not feasible due to significant geometric constraints on the route.</p> <p>Access for AIL loads into eastern Argyll can only practically occur along the A83.</p> <p>Access During Ground</p>	
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	<p>Investigation and Construction Activities</p> <p>We acknowledge that a decision on the final form of the debris shelter is not yet known, and that further design and investigation works are to be undertaken. We would be grateful if consideration could be made for AIL access during the site investigation survey stage and during construction works, so not to impede access for projects during that time.</p> <p>Recommendations with Regards to Infrastructure Specification</p> <p>To ensure that the proposed debris shelter can accommodate future AIL movements associated with renewable energy projects in eastern Argyll, we would be grateful if the following recommendations could be noted and accounted for in the detailed design stage:</p> <ul style="list-style-type: none"> > That the available road width is a minimum of 7.3m; > That the available width within the structure that can be used for load oversail of the verge is at least 8m; > That the minimum available height is 6.5m; > That the design of the structure considers the kinematic envelope of a 90m turbine blade; and > That axle loads of up to 15 	
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	<p>tonnes can be accommodated.</p> <p>Conclusions</p> <p>The consultation on the preferred route is welcomed and in conclusion, it is considered by [REDACTED] that it is imperative that the final specification, in particular with regard to the height and width of the debris flow shelter be such that it can accommodate the maximum estimated component dimensions which would be conveyed by way of AILs.</p> <p>As explained, this would ensure that the Government's policy ambitions could be met, and that this extensive area of Argyll & Bute is not unnecessarily sterilised for development by way of an access restriction. There is an opportunity now to futureproof the preferred option such that this part of Argyll can continue to play an important and indeed essential role in helping Scotland attain its onshore wind deployment and related legally binding Net Zero targets.</p> <p>The technical advisors to [REDACTED] would be very pleased to continue to liaise and engage with Transport Scotland on this matter and should any further information be required or if clarification is needed on any point, please do not hesitate to contact me directly.</p>	
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<p>ATAAB_08 8</p>	<p>[REDACTED]</p> <p>Q1 Preferred Route: The selected option seems to have been heavily influenced by the remedial actions and significant investment that has been carried out to date, rather than identifying the most appropriate solution for the location that would be best for future road users in accessing (& leaving) Argyll and the West Coast. An iconic viaduct and tunnel solution, as adopted in many other countries with similar or in some cases, more extreme topography, would surely serve future visitors and frequent users better, to provide an outstanding vista of the Glen and surrounding hills.</p> <p>This would be recognised as an attraction rather than just an economic solution to a long running problem. The covered structure with multiple supporting pillars will interfere with the outlook and be a noisy passage through the section which will severely restrict the image for many, unfamiliar with the former Rest and Be Thankful. The takeaway impression for many touring coach passengers, for example will not be an outstanding memory.</p> <p>The option of a difficult reconstruction of the road, roof</p>	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please find below a response to your feedback.</p> <p>Thank you for your feedback.</p> <p>The Design Manual for Roads and Bridges (DMRB) assessment is a balanced assessment process used throughout the UK which considers engineering, environment, traffic and economic criteria.</p> <p>At DMRB Stage 2, the assessment considered a comparative assessment of principally five options which included various combinations of viaducts, tunnels and debris flow shelters.</p> <p>Following the comparative assessment process the Brown Option (debris flow shelter and catch pit) was selected as the</p>
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	<p>and service route, along with water courses and management will be disruptive for many months, requiring extensive use of the diversion route on the OMR. With this road's steep incline and sharp bends, it will require ongoing traffic controls, resulting in delays and continued disruption that has been experienced hitherto. These controls create long convoys of traffic that pass through the communities on either side of the RABT, resulting in frustration that sees many, in cars, vans and HGV's trying to make up time by speeding and overtaking, elevating risk and concern for road safety in our villages.</p> <p>Having heavy volumes of traffic through narrow Main Streets with no traffic calming measures, pedestrian crossing or separate cycle path is concerning and detracts from any pleasure in admiring views of the Loch and surrounding hills. Factor in a walking or cycle route to and from the local primary school and concerns are elevated for the Local Authority to provide bus transportation mitigation measures.</p> <p>Local Bus and Citylink coach schedules for passenger uplift has seen disruption and</p>	<p>preferred route option. Overall, it performed better across the engineering, environment, traffic and economic criteria compared to the other options assessed, including the viaduct and tunnel options which were known as the yellow, purple and pink options.</p> <p>The key reasons to support the debris flow shelter as the preferred route option are that it could achieve the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel.</p> <p>The online nature of the preferred route option means the majority of the construction will be undertaken in an area which has already been disturbed by the construction of the existing A83. This has some advantages with respect to minimising environmental impact and as you have noted, the preferred route option is able to make some use of previous construction works. Conversely, and as you suggest, the online nature of the works will mean traffic may be diverted to the Old Military Road (OMR) during significant periods of construction. Although we note our</p>
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	<p>delays to date, which for some saw missed connections and even Hospital and clinic appointments being missed, much to the annoyance of both the NHS and patients.</p> <p>Q2 Any other information</p> <p>Following attendance at the presentation event in the 3VH Arrochar and a very detailed talk-through of the exhibition boards, covering the background and proposed project solution outline, I would wish to provide a number of comments that come to mind, as a resident in the area, living beside the A83 at Tarbet with family, friends and business interests on both sides of the A83 Rest and be Thankful at Cairndow, Inveraray and Dunoon.</p> <p>One of the biggest factors we have seen living alongside the A83 for over 70 years is the increase and type of traffic that is using the trunk road which runs through both Arrochar and Tarbet’s Main Streets. This, combined with the effect of the traffic control measures at RABT that create long strings of vehicles, most noticeably HGV’s many for timber haulage, that makes walking alongside on the pavement or crossing as a pedestrian, especially with</p>	<p>multidisciplinary team is working hard to consider opportunities to minimise disruption during the construction of the permanent solution, which includes prefabrication and modular construction amongst other techniques.</p> <p>The diversion to the OMR was accounted for as a disbenefit within the traffic and economic assessment which considered the possible impact of delays during construction to road users and the economy as reported in the DMRB Stage 2 report, part 4.</p> <p>We note however that the diversion will not be to the OMR as it is at present, but the OMR as improved by the medium-term solution (MTS). The MTS will include a programme of improvements to the OMR. These improvements are designed to reduce journey times by increasing the length of two-way operation, whilst also improving the safety and resilience of the OMR as a temporary diversion to the A83. Every effort is being made to ensure these interventions are in place as soon as possible and prior to the start of construction of the permanent solution. The first phase of the MTS has now commenced. Full details of the DMRB Stage 2 assessment which led to the preferred route option can be found in the DMRB Stage 2 report which can be found here: Design Manual</p>
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	<p>children, dangerous and unpleasant, as drivers try to make up lost time, or overtake to get ahead of HGV's.</p> <p>As a car driver myself, joining the A83 from a side road or turning right across oncoming traffic, all takes time, patience or an increased risk of quickly seeing a small gap to cross or join. Locals know this, but those unfamiliar with long convoys and occasional gaps get caught out.</p> <p>Traffic flow in the opposite direction from northbound A82 can also have long streams of traffic being held up by a slow moving HGV or wide load that increases the complexity of traffic flow in each direction.</p> <p>Looking at potential benefits locally to offset issues, such as above, we've seen very few jobs created here with most large scale contractors involved, transporting their staff to the RABT site from outwith the area.</p> <p>Some local accommodation providers and hotel chains have seen increased bed nights during stages of work over the years of disruption, which has reduced some costs on Fuel and travel time, along with reducing the ever-concerning carbon footprint</p>	<p>for Roads and Bridges (DMRB) stage two route options assessment report - A83 Access to Argyll and Bute Transport Scotland.</p> <p>Thank you for your further observations as a resident living beside the A83. We are committed to delivering a long-term and sustainable solution to the issues faced at the Rest and Be Thankful, which means continual traffic control measures will no longer be required at this location and will reduce the potential for convoys on the A83.</p> <p>We note your comments regarding the wider A83 and A82 road network which relates to safe crossing locations and overtaking.</p> <p>We appreciate your views on the potential wider community benefits the scheme could have with respect to job creation and supporting local businesses. This is an important area, and we are working hard to consider where and how the scheme might deliver these community benefits as far as practical through the design, procurement, and construction phases.</p> <p>With respect to public transport, this is also a key focus area moving forward. Particularly with respect to the bus stop at the Rest and Be Thankful, noting we are assessing</p>
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	<p>involved in vehicles travelling to and from this rural location, from the Central belt bases of many Transport Scotland, BEAR staff and the chain of sub-contractors and suppliers involved.</p> <p>This includes the specialised traffic control company that we see commuting in their fleet vehicles day-in, day-out 24-7 & 365 to oversee, manage vehicle monitoring and control, which would be an interesting cost to identify in addressing RABT issues. As I would consider it to be substantial.</p> <p>Seeing welfare units providing food and drinks, again within a larger contractor’s resources or contracted out to a Central Belt provider, does not support the local economy, especially over the quieter winter season, with fewer passing visitors about, local businesses would welcome additional trade to offset losses incurred during early landslip mitigations, with road closure and all through traffic diverted.</p> <p>Another problem that has been highlighted locally is that public transport schedules have been severely disrupted during RABT delays, diversions and closures. As mentioned previously, this resulted in</p>	<p>opportunities to encourage sustainable travel within the corridor. This includes bus, walking, cycling and wheeling facilities.</p> <p>In relation to engagement there will continue to be opportunities to share your views with us, as hearing from communities affected by challenges at the A83 Rest and Be Thankful is of utmost importance to us. We intend to hold further engagement events through the assessment process and will ensure the A83 Story Map, which can be found here: Access to Argyll and Bute (A83) Story Map (arcgis.com) is kept up-to-date as the scheme develops.</p> <p>We will also continue to engage with the A83 Task Force which is chaired by the Minister for Transport and was set up in recognition of the issues faced by communities, businesses and road users. The A83 Task Force is made up of and represents a variety of stakeholders, including the local authority, national park authority, community councils, local businesses, hauliers, bus operators and other interested parties. It is a key forum for feedback which we will continue to use to inform the ongoing assessment and shape the emerging design.</p> <p>Please note that information relating to the Access to Argyll and Bute</p>
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	<p>missed NHS appointments at Vale of Leven, Paisley and Glasgow hospitals and clinics. It affected the 302 local bus service from Lochgoilhead & Carrick Castle, through Arrochar to Helensburgh and beyond, as well as the Citylink Services from Campbeltown and Oban that come over the RABT, travelling to Dumbarton and Glasgow, from where patients need to connect with other city buses and taxis.</p> <p>We would hope that the consultation would seek the views of representative bodies for regular road users, particularly motoring organisations (AA & RAC, etc), along with Delivery and Haulage Contractors, Suppliers, West Coast Motors/Citylink and Tour coach operators. The Owners of the Drimsynie Holiday resort at Lochgoilhead, that I know have affected many bookings and cancellations due to road closures and lengthy diversions.</p> <p>The aims of the Scottish Government and Transport Scotland to target Net Zero and establish sustainable transport systems seems to absolve BEAR and their Contractors from sourcing locally and relying on National networks and suppliers. The</p>	<p>preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
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	<p>heritage of road construction camps and bases appears to be overlooked in favour of Construction “commuting” for staff and vehicles, travelling long distances into and outwith the area on a daily basis, with relatively few staying locally from our understanding and view on high volumes of passing traffic through Arrochar and Tarbet.</p> <p>With a number of road works and other developments being considered in this area for the A83 and other major projects such as : the A82 North of Tarbet; Network Rail replacement of a Rail bridge between Tarbet and Arrochar; Argyll & Bute Council redeveloping a Car Park at the head of Loch Long; LL&T NPA redeveloping a Car Park at the junction of the A82 and A83; SSEN(T) upgrading HV Pylon Lines between Tarbet and Windyhills; SSE replacing Sloy Power Station Transformer substation with a new compound nearby; SSE Renewables developing a new pumped storage facility at Sloy on A82.</p> <p>We then anticipate more Timber felling and extraction by F&LS on the Argyll Forest and very soon for the East Loch Lomond with timber being transferred to the West</p>	
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	<p>side for onward road transfer to the Sawmills via A82 at Tarbet.</p> <p>The combined effect of the number and scale of these proposals will impact on our village communities and to date little efforts have been forthcoming to compensate and offset the effects of these large scale operations.</p> <p>There have been public exhibitions allowing the projects to gather feedback and comply with community consultations for planning and other large project requirements.</p> <p>Although to date we haven't seen any real engagement or attempts to involve and discuss ongoing issues and matters that arise during projects. Requests have to be made on road cleaning and culvert damage repair when attributable to project contractors that have been addressed on some occasions but nothing substantial has been seen to benefit the area from the disruptions to the quality of life for residents and those growing up here.</p> <p>The other observation we would make is for some collaboration and integrated work rather than each project</p>	
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	<p>and major works being tackled totally independently of each other when transport, materials equipment and plant are all common requirements and we see many on and off-hire transportation of similar plant & equipment.</p> <p>I'm sure that with such a major project and the scale and cost of preliminary research and investigation that a lasting legacy can also be factored in that would benefit the local communities of Arrochar & Tarbet, along with through traffic benefits and visitor attractiveness of the area.</p> <p>One suggestion I've heard discussed is the possibility of using infill materials to create a causeway bypass across the head of Loch Long removing the trunk road from the Main Street. This might also address the continual problem of Marine Litter accumulations at the head of Loch Long by fashioning litter catchment basins.</p> <p>Creating an HGV stopover on A83 near A82 to allow Lorries to be "stacked" when RTA's and stoppages require temporary road closures on A82/A83 to prevent traffic gridlock on A814 Loch Long road which prevents Ambulance and emergency</p>	
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	<p>vehicle access and evacuation from the area.</p> <p>Improving marine access to Loch Long for visitor access and recreation along with the possibility of timber haulage and transportation as an alternative to road routes alone could be considered.</p> <p>Ideas such as improvements to visitor infrastructure with infill for Car, Motorhome and HGV parking areas could well be accommodated alongside major project works that would provide lasting benefits for the community and all road users. The formation of a local liaison group (Arrochar, Lochgoilhead, Cairndow & possibly Inveraray) for the lifetime of the project would be suggested to help anticipated issues prior to and throughout construction.</p> <p>I hope these comments are seen to be helpful in understanding a local perspective.</p> <p>[REDACTED]</p>	
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<p>ATAAB_08 9</p>	<p>Transport for Scotland</p> <p>Alternative proposals for The A83 approach to the Rest And Be Thankful Pass</p> <p>[REDACTED]</p> <p>We think the preferred concrete shelter and catch pit idea has many disadvantages and problems. We believe the best option is the viaduct and short tunnel.</p> <p>Arguments against the concrete shelter and catch pit option</p> <ol style="list-style-type: none"> 1.It would be unsightly and spoil a famous, historic and iconic location of outstanding scenic value 2.Internal sound reverberation will make the journey over “The Rest”an unpleasantly noisy experience for travellers 3.The traveller’s view of Glen Croe from the road will be spoiled 4.Clearing the catch pits of debris will be costly and will interfere with the free flow of traffic 5.Disposal of debris gathered from the catch pits will be expensive and damaging to the environment 	<p>Thank you for the feedback you provided following the Access to Argyll and Bute (A83) Preferred Route Public and Virtual Exhibitions held between 2 June and 28 July 2023.</p> <p>Your comments have been registered and will be considered as part of the detailed design and assessment of the preferred route which is currently progressing at pace. This work will conclude with the publication of draft Orders for comment and should be concluded by the end of 2024.</p> <p>Please find below a response to your feedback.</p> <p>Thank you for your feedback and providing your opinion on the options assessed.</p> <p>The Design Manual for Roads and Bridges (DMRB) assessment is a balanced assessment process used throughout the UK which considers engineering, environment, traffic and economic criteria.</p> <p>At DMRB Stage 2, the assessment considered a comparative assessment of principally five options which included various combinations of viaducts, tunnels and debris flow shelters. This included the Purple Option which was a combination of a viaduct and tunnel to which you refer.</p> <p>Following the comparative</p>
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	<p>6.The shelter and catch pits and their access track will be expensive and time consuming to construct</p> <p>7.The shelter will limit use of the road for transporting unusually wide or high loads associated with wind turbines for example</p> <p>8.Construction is likely to be held up by the threat of or actual debris flow events during periods of extreme rainfall whose frequency and impact is expected to increase in the coming years</p> <p>9.The shelter will be very vulnerable in the case of potentially very large debris flow events triggered by the increasingly expected occurrence of more and more extreme rainfall events driven by the warming of the atmosphere</p> <p>10.Widening the old military road (OMR) so that it can act as a relief road will cause delay and extra expense</p> <p>11.As the hairpins on the OMR will not be widened, there will still be traffic delays during the construction period</p> <p>12. An opportunity to return the southern slopes of Beinn</p>	<p>assessment process the Brown Option (debris flow shelter and catch pit) was selected as the preferred route option. Overall, it performed better across the engineering, environment, traffic and economic criteria compared to the other options assessed which included the Purple Option.</p> <p>The key reasons to support the debris flow shelter as the preferred route option are that it could achieve the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel.</p> <p>Full details of the DMRB Stage 2 assessment which led to the preferred option can be found in the DMRB Stage 2 report which can be found here: Design Manual for Roads and Bridges (DMRB) stage two route options assessment report - A83 Access to Argyll and Bute Transport Scotland.</p> <p>Please note that information relating to the Access to Argyll and Bute preferred route, including materials presented at the exhibition events continue to be available on the Transport Scotland website: transport.gov.scot/projects/a83-access-to-argyll-and-bute</p>
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	<p>Luibhean to nature will be lost</p> <p>13.The catch pits will interrupt the normal downstream movement of debris fundamental to the maintenance of stream channel geometry equilibrium downstream. Watercourses starved of their normal debris load can be subject to channel margin scour which long term will lead to problems further downstream</p> <p>14. Foundation conditions on the steep hillside required to support the shelter wall and roof may be challenging, especially given the area’s known instability</p> <p>15.The design seems to take no account of cyclists or walkers</p> <p>Arguments in favour of the viaduct or viaduct and short tunnel option</p> <p>1.As with the case of the somewhat analogous Pass of Killiecrankie, where an entirely new road was constructed, travellers will have exceptional views of the glen and its surrounding mountains. Travelled in either direction, it will provide a memorable, even iconic, “Gateway Experience”, commensurate with the scenic and historic</p>	<p>To keep up to date with future developments on the project, please visit the Access to Argyll and Bute (A83) Story Map https://storymaps.arcgis.com/collecti ons/927aafb643374492b70b71408b8e9508</p> <p>If you require any further information, please email A83@WSP.com.</p> <p>Thank you for your interest in the project.</p>
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	<p>qualities of an iconic location which is one of Scotland's finest and most travelled mountain passes</p> <p>2. Tried and tested engineering techniques will be used</p> <p>3. Disturbance to the environment and scenery will be minimal</p> <p>4. A well designed and gracefully proportioned viaduct will enhance the landscape</p> <p>5. Disruption to traffic during construction minimised</p> <p>6. Construction can begin almost immediately</p> <p>7. No need for a relief road during construction</p> <p>8. Reduced traffic noise at the Rest and Be Thankful car park</p> <p>9. With the short tunnel option, space will be available for enlargement of The Rest and Be Thankful car park and viewpoint with opportunity to provide a high quality "Gateway experience" for the visitor, including provision of motor home bays, toilets and interpretation.</p> <p>10. The southern slopes of Beinn Luibhean could properly be returned to nature</p>	
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	<p>11. There would no longer be any need for hugely expensive, risky and quite likely ultimately futile management or mitigation of the normal downslope movement of debris which we all know is being accelerated by increasingly frequent extreme rainfall events driven by global warming</p> <p>12. Debris flow and gully processes would be free to move material downslope where it would be deposited harmlessly in natural alluvial fans which would enhance both scenic and biological diversity</p> <p>13. Apart from the short tunnel, most of the engineering will be on the relatively flat floor of the glen where foundation conditions would presumably be more conducive than those on the steep and unstable slopes above</p> <p>14. A largely unaltered OMR would remain available to be re-purposed as a cycling and walking route.</p> <p>While the long tunnel option clearly has many advantages and delivers on some of the points we have raised above, we do not support it because of the loss of views of the</p>	
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	<p>mountain scenery.</p> <p>We have discounted the option of a new road through the conifer plantations on the south side of the glen as, particularly below the steep slopes of The Brack, it might end up suffering from similar problems to those which beset the existing road. Also this option does not confer the visitor experience benefits of our preferred solution and would mean the loss of large areas of conifer plantations, valuable for timber production as well carbon sequestration and active recreation purposes.</p> <p>July 2023</p> <p>[REDACTED]</p>	
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