



Access to Argyll and Bute (A83)

Public Consultation on Preferred Route Corridor

Consultation Report

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04/11/21

Transport Scotland

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1. Introduction

1.1 Background

- 1.1.1 Following landslide events in August 2020 at the Rest and Be Thankful on the A83 Trunk Road, one of which was the largest recorded in the area, Jacobs / AECOM was commissioned by Transport Scotland to undertake a Strategic Environmental Appraisal (SEA) and provide preliminary engineering support services (PES) as the equivalent of a Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment to identify a preferred corridor for access to Argyll and Bute.
- 1.1.2 The A83 Trunk Road is one of only two east-west strategic trunk road network connections between Argyll and Bute and the Central Belt. Accidents or incidents (such as roadworks, landslips and flooding) occurring on any part of the A83 Trunk Road in Argyll and Bute can therefore significantly impact residents, businesses and visitors due to the significant length of alternative routes and the travel times involved. In addition, sections of the A83 Trunk Road are also noted as having higher accident rates than the national average.
- 1.1.3 The Rest and Be Thankful is the highest point on the A83 Trunk Road, separating Glen Kinglas from Glen Croe. It also has one of the highest risk of landslides and debris-flow hazards in Scotland. These have increased in recent years due to the frequency of heavy, intense, and prolonged periods of rainfall. The photo included as Figure 1.1 shows this length of the A83 Trunk Road and evidence of the landslides that have occurred at this location affecting both the road and adjacent land.



Figure 1.1: Photo Of The A83 Road And Landslide Taken August 2020.

1.1.4 Following the significant landslides in August 2020, and as part of Transport Scotland's second Strategic Transport Projects Review (STPR2), 11 potential route corridor options were presented to the public for consultation in September 2020 to gather feedback which informed further preliminary design and assessment work. There was a great response to the consultation with over 650 responses giving views on the 11 route corridor options presented, comments on the wider trunk road network in the Argyll and Bute area, and suggestions for how the challenges at the Rest and Be Thankful might be dealt with in the shorter term. Transport Scotland considered the consultation feedback, and along with the preliminary assessment work, this helped inform decision making with respect to the identification of a preferred route corridor. [The Consultation Report for the Autumn 2020 consultation can be found on the Transport Scotland website.](#)

1.2 Purpose of Consultation

1.2.1 On 18 March 2021, the Cabinet Secretary for Transport, Infrastructure and Connectivity announced that the preferred route corridor was Route Corridor 1 through Glen Croe. This route corridor was identified as more cost effective and quicker to deliver and as having significantly fewer environmental constraints than the other route corridors being considered. At the same time as announcing the preferred route corridor, Transport Scotland invited the public to provide feedback on five possible alternative route options within Route Corridor 1, including tunnel options, viaduct options and debris shelter options.

1.2.2 The purpose of this consultation was threefold. Firstly, we wanted feedback on the selection of Route Corridor 1 as the preferred route corridor. Secondly, we were seeking feedback on the five possible route options presented. Specifically, we wanted to fully understand the views of those who feel they may be impacted, understand how they are impacted and whether there are any environmental / cultural / heritage features that should be considered in future decision making with respect to the selection of a preferred route option within Glen Croe. Thirdly, we wanted to know if there were any other route options which members of the public felt should be considered within Glen Croe. The information would help inform further assessment and design work.

1.2.3 Transport Scotland will consider this consultation feedback, along with findings from the ongoing design and assessment work on the route options before making a recommendation on a preferred route option in 2022.

1.2.4 Figure 1.2 provides a map of the five possible route options consulted on within the preferred route corridor of Glen Croe.

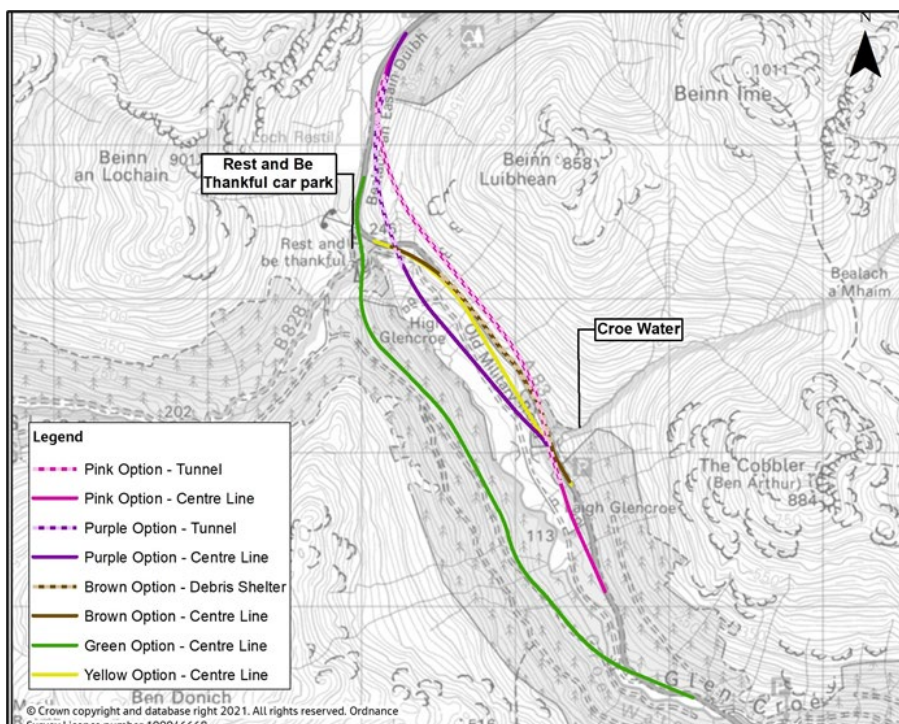


Figure 1.2: Map Of The Five Possible Route Options Being Consulted On.

1.2.5 A detailed description of the five possible route options published as part of the consultation documentation is included in Appendix A of this report.

1.3.1 Transport Scotland updated the [A83 Access to Argyll and Bute project website](#) on 18 March 2021 with details of the preferred route corridor selected, the five possible route options presented within the selected corridor, and details of how to respond to the consultation.

1.3.2 On the same day, we launched a [Story Map website for the project](#) which included information relating to the background of the A83 project, the team working on the project, latest news about the project and information about the ongoing engagement that we, Jacobs/AECOM, are undertaking alongside Transport Scotland. All five possible route options were colour coded, summarised alongside bullet points of their respective advantages and disadvantages, and drawings were provided for each route option. In addition, a single drawing showing all five possible route options was published.

1.3.3 To promote the start of the consultation Transport Scotland sent 582 emails to stakeholders in the area and to those who had asked to be kept informed of project progress. A copy of this email is provided in Appendix B of this report. This email included a link to the A83 Access to Argyll and Bute project website. The circulation

list included elected representatives, local authorities, community councils, the emergency services, environmental organisations, businesses, special interest groups and transport companies. In addition, we sent one of these communications via post at the request of the recipient.

- 1.3.4 Transport Scotland issued a press release to local media to advertise the decision on the preferred route corridor and to launch the consultation on the five possible route options within the corridor. This can be viewed in Appendix D of this report.
- 1.3.5 In addition, Transport Scotland promoted the launch of the consultation on Facebook and Twitter. These posts are replicated in Appendix C of this report.
- 1.3.6 Information made available for the public consultation is still available online on the project website and on the A83 Story Map.

1.4 Response Channels

- 1.4.1 The ways in which stakeholders and the public could find out more information about the project and respond to the consultation are outlined below. People were also able to request hard copies of the consultation materials. We developed a feedback form designed to encourage people to participate in the public consultation. Stakeholders and the public could also contact a dedicated telephone line which was staffed Monday to Friday during working hours for the duration of the consultation.
- 1.4.2 Respondents were able to submit their views using the following methods:
 - Using the online feedback form;
 - Downloading a PDF or Word version of the form which could be completed and emailed to a dedicated A83 email inbox; and
 - Emailing comments to the inbox (A83@jacobs.com).

- 1.4.3 The feedback form is included in Appendix E of this report. Respondents could also submit feedback over the phone by calling the number advertised on the project website during normal business hours.

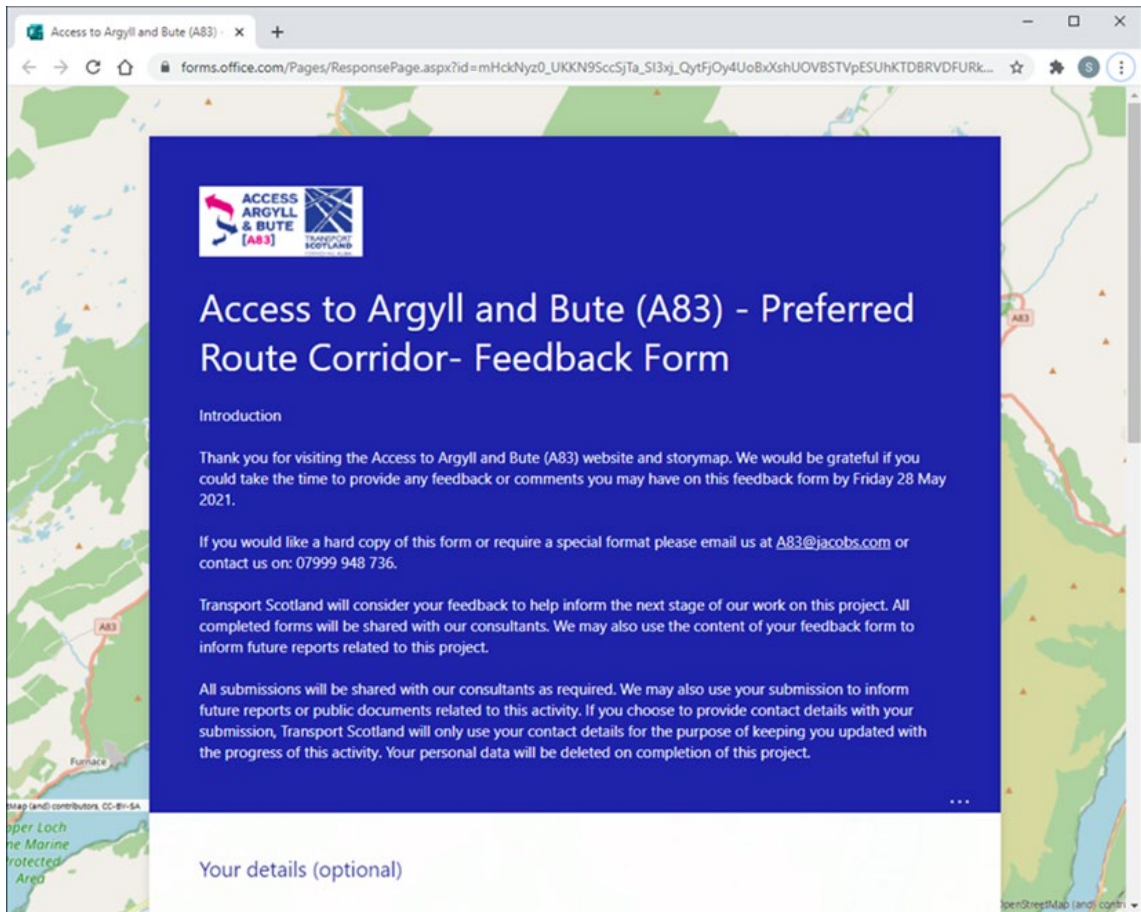


Figure 1.3: Online Feedback Form.

1.5 Community Engagement

- 1.5.1 Twenty-three community councils in the area were invited to attend project update meetings during the consultation period. A copy of this email invite is provided in Appendix F of this report. These meetings included a presentation on the preferred route corridor, an explanation of each of the possible route options, as well as information on the work being undertaken as part of the medium-term solution (upon which more information can be found on Transport Scotland's website). There were five community councils who took up the invite and attended one of the update meetings which were held in May 2021.
- 1.5.2 At the request of Lochgoil Community Council, the team attended a meeting and provided an update on the preferred route corridor and an explanation of the five possible route options.
- 1.5.3 The team met with the Argyll and Bute Council elected members to update on the preferred route corridor and discuss the possible route options in addition to the consultation process.
- 1.5.4 The team met with the newly established group, the Rest and Be Thankful Campaign, during the consultation period to discuss the medium-term and long-term solutions and the ongoing consultation.
- 1.5.5 The team met with the Argyll Economic Resilience Forum during the consultation period to discuss the medium-term and long-term solutions and the ongoing consultation.
- 1.5.6 Due to restrictions regarding public meetings and travel in Scotland during the consultation period, the meetings were held virtually on Microsoft Teams with a link being sent to participants in advance. The meetings were attended by members of the project team from Transport Scotland and Jacobs/AECOM and followed up with an email sent containing relevant information.

1.6 Purpose of this Document

- 1.6.1 This document is intended to provide a summary and record of the feedback received during the consultation. The findings of this document will be used, along with other design and assessment work, to inform future decision making for the A83 Access to Argyll project such as the identification of a preferred route option.
- 1.6.2 This document aims to accurately reflect the feedback received during the consultation. It is not an endorsement or criticism of any of the specific views expressed by respondents to the consultation.

2. Consultation Responses

2.1 Number of Responses

2.1.1 In total, 127 consultation responses were received as shown in the breakdown provided below in Table 2.1. Most respondents used the online feedback form. A smaller number downloaded a form, completed it, and returned it via email to share their views. Some respondents opted not to use the feedback form and submitted their views in the form of a report or email.

Table 2.1: Type Of Submission Response

Type of submission	Number (total 127)
Feedback form	110
Email	16
Report	1

2.1.2 All submissions received were logged.

2.1.3 Most people who completed the feedback form continued to complete all five questions, although some did not. All respondents answered the first question: *Are you content with Route Corridor 1 as the recommended preferred route corridor?* Table 2.2 below provides a breakdown of the number of responses received for each question on the feedback form.

Table 2.2: Breakdown Of Questions Answered On The Feedback Form

Question	Number of responses
1	127
2	110
3	110
4	107
5	75

2.2 Responses by Respondent Type

2.2.1 Responses were received from a wide range of communities and stakeholders including individual members of the public and several organisations, community councils and other stakeholders, including statutory consultees, businesses, and recreational groups.

2.3 Responses by Location

2.3.1 The feedback form asked respondents to provide their contact details, including address and postcode. This was optional. Given the virtual nature of this consultation, resulting from the COVID-19 pandemic, this data is particularly useful to check the reach of the consultation.

2.3.2 Out of the 127 submissions, a total of 97 provided their postcode information. The majority of these were addresses with Paisley (PA) and Glasgow (G) postcode areas, accounting for 55 and 27 respondents respectively. Submissions providing either a PA or G postcode thus accounted for 64% of responses received.

2.3.3 The most highly represented postcode district overall was G84, which was included in 21 responses. This is likely due to the proximity of these addresses to the preferred route corridor. The G84 district falls entirely within Argyll and Bute, and includes the town of Helensburgh, as well as other communities including Rhu, Rosneath, Garelochhead and Kilcreggan. The neighbouring G83 postcode district was included in 7 responses, representing other Argyll and Bute communities in proximity to the preferred route corridor, including Arrochar, Ardlui and Tarbet.

2.3.4 Of the 97 respondents who provided their postcode, just over half (55) had a Paisley (PA) postcode. This is likely due to the proximity of the scheme to these addresses as the vast majority of PA postcodes lie within the Argyll and Bute local authority area. The most represented PA postcode districts were:

- PA23 (8 responses) – this district includes Dunoon and the Cowan peninsula;
- PA31 (7 responses) – this district includes a large section of the current A83 Trunk Road as well as the community of Lochgilphead;
- PA28 (8 responses) – this district includes Campbeltown and much of the Kintyre peninsula; and
- PA27 (5 responses) – this district includes Cairndow and Strachur.

- 2.3.5 There were a small number of responses from Edinburgh (5), Dumfries (1) and Aberdeen (1), and whilst most responses with postcodes were based in Scotland, there were a small number of submissions with postcodes in England (3).
- 2.3.6 An image showing the geographic spread of the feedback received in Scotland is provided in Figure 2.1.

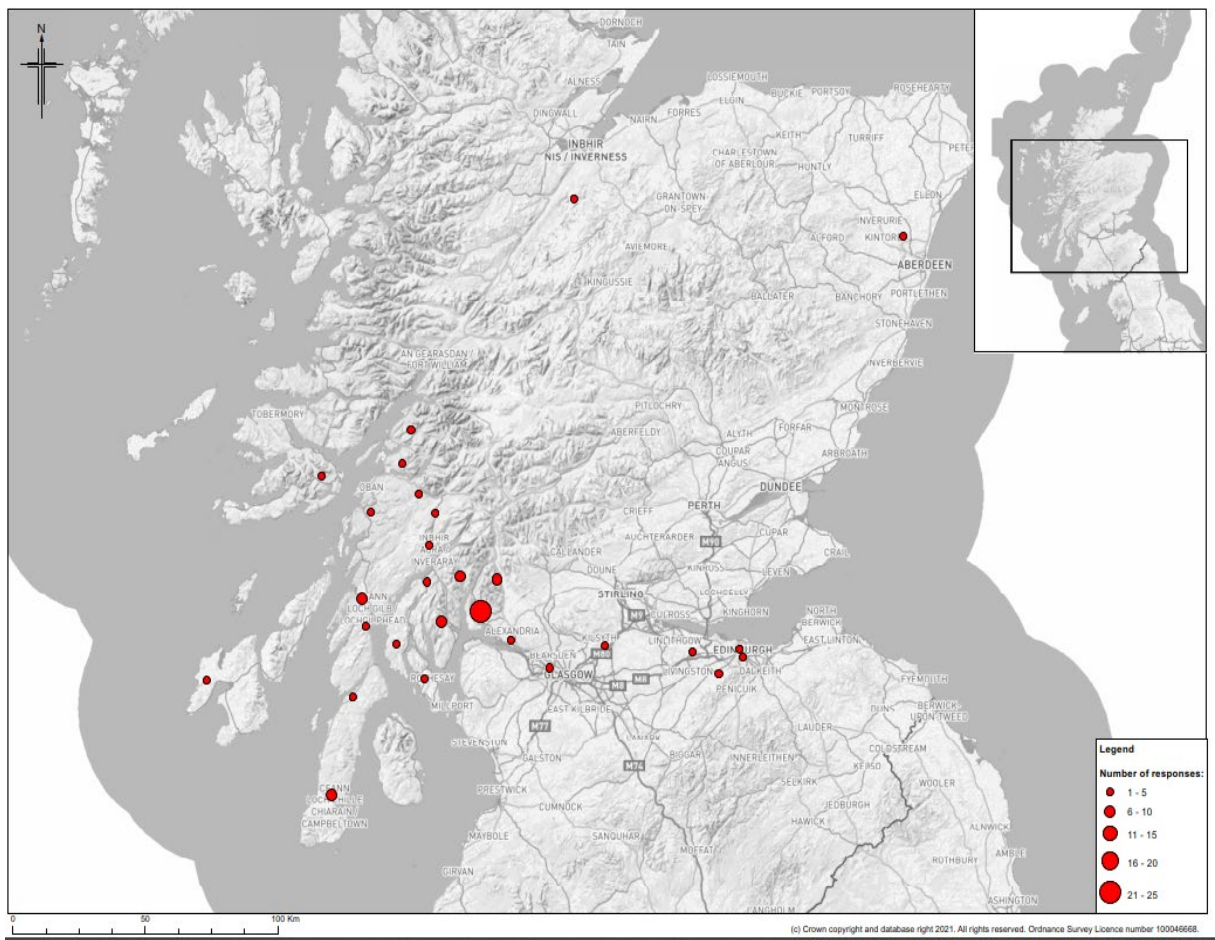


Figure 2.1: Geographic Spread Of Feedback Received In Scotland

3. Analysis of Responses

3.1 How We Analysed Feedback

- 3.1.1 All feedback received as part of the consultation process has been shared with the project team for their consideration as well as to inform ongoing design and assessment work. The chapter below explains the process the consultation team followed when analysing and interpreting the consultation responses.
- 3.1.2 As outlined in Chapter 1 of this report, respondents submitted feedback to the consultation through two main channels: the feedback form on Transport Scotland website and the project email inbox. While there were a small number of enquiries about the consultation (4), no responses were provided by telephone. All submissions received were logged and analysed by Jacobs/AECOM on behalf of Transport Scotland.
- 3.1.3 The consultation questions were open in nature, asking respondents to comment on the preferred route corridor selection and to share any information on the five possible route options within the preferred route corridor. The submissions varied from shorter emails (in some cases attaching copies of the completed consultation questionnaire) to longer letters and, in one case, a detailed report.
- 3.1.4 The feedback received was considered in detail through a process of qualitative analysis called 'coding'. This involved reading each submission individually before identifying, categorising, and logging the points raised to enable further analysis.
- 3.1.5 The type of feedback the respondents were asked to provide and the way this has been analysed should be kept in mind when reading the summary of feedback received in the following chapters of the report.

3.2 What Coding Involves

- 3.2.1 Coding is the first stage in a thematic analysis of open text feedback. Each 'code' represents a particular concern, suggestion or other issue raised. Codes are grouped by theme (or category) into a structured list called the code frame, designed to be as intuitive as possible to ensure that codes are applied consistently.
- 3.2.2 Coding is an iterative and collaborative process, with new codes being created and others renamed as the team of analysts come across new issues in responses. Analysts work together to ensure codes are applied consistently and accurately including through quality checking of coding. The process involves a level of subjectivity and judgement by the analysts.

3.3 Use of Numbers and Charts in the Report

- 3.3.1 Chapters 4-9 of this report summarise the feedback received to the consultation thematically. The numbers used in these chapters often relate to the number of times

a particular issue or opinion was raised across all responses received. These numbers come from the coding process outlined above.

3.3.2 This approach provides a way of structuring detailed qualitative feedback covering a range of different issues. However, a number of considerations should be kept in mind in relation to the use of numbers and charts in these chapters:

3.3.3 The words 'respondents' and 'responses' are used interchangeably in the report to refer to the number of unique responses (whether an individual or organisation) that raise a particular issue. A particular unique response may contain numerous 'comments' on a wide range of factors which are coded using the process outlined above.

- We aimed to pick up issues raised in as much detail as possible through the coding process. However, noting that the process of creating and applying codes involves judgement on the part of analysts, the issues summarised should still not be seen as a comprehensive account of all the comments in submissions or the exact number of times a particular issue was raised.
- Issues are often ordered by the number of times codes have been applied in the report. This is only intended to give an idea of the issues raised most often and should not be taken to imply any relative importance of these issues.
- To the extent that the number of respondents chose to comment on a given issue provides some indication of the importance attached to these issues among those who responded to the consultation, this cannot be taken to be representative of any wider population.
- When comments on specific issues are compared – for example support and opposition to route corridor options – it should be noted that these are not exclusive, and one respondent may have commented on several of the issues listed. This is particularly the case where numbers for comments are shown on charts.
- When numbers for comments (or issues) are compared in many of the charts, it should also be considered that these have been identified from open text feedback (i.e. respondents were not asked to indicate whether or not they agreed with a predefined set of statements or options).
- Partly for the reason above, in almost all cases the number of comments/responses represented by a single code will always be a small proportion of the total number of responses. Again, this should not be taken as an indication of the importance of any one issue among those who responded to the consultation.

4. Feedback on the Preferred Route Corridor – Glen Croe

4.1 Summary of Feedback

- 4.1.1 We issued the feedback questionnaire at the same time as announcing the preferred route corridor.
- 4.1.2 The route corridor was identified as remaining within the area that the existing A83 road route takes.
- 4.1.3 The initial question asked participants whether they were content with the preferred route corridor which had been selected and allowed them to make further comment if they wished.
- 4.1.4 Most of the responses (100) agreed that they were content with the preferred route corridor option selection and most went on to give further comment (91).

Table 4.1: Number Of People Content / Not Content With The Preferred Route Corridor

Total number of responses	127
Number of people who are content with the preferred route corridor	100
Number of people who are not content with the preferred route corridor	27
Number of people who left further comment	91

4.2 Benefits of the Preferred Route Corridor

- 4.2.1 The most common benefit identified by respondents was that the preferred route corridor would be the most cost-effective option.
- 4.2.2 Another benefit commonly identified was that this route corridor would have the least environmental impact when compared to other route corridor options, some of which would require the construction of significantly larger structures, tunnels and lengths of road than any of the possible route options being considered through Glen Croe.
- 4.2.3 Respondents noted that this route corridor would be the quickest option to deliver and this was an important benefit as there was a sense of urgency to resolve the existing issues at the road which have been particularly acute since the landslips of August and September 2020.
- 4.2.4 Respondents who had selected that they agreed with the preferred route corridor and went on to make further comment identified that this route was the most feasible with comments such as:
- 'This was always the only practical option - especially given the criterion of urgency.'*
- 4.2.5 Table 4.2 shows the top benefits noted with respect to the preferred route corridor and the number of times each benefit was mentioned.

Table 4.2: Preferred Route Corridor - Top Benefits Identified

Top benefits identified	Number of times the benefit was identified
Most cost effective	21
Least impact on the environment	14
Quickest to deliver	13
Most feasible	11

4.2.6 Additionally, a few people identified that the preferred route corridor was a positive outcome for existing businesses who rely on passing trade using the current A83 Trunk Road.

'It is already the recognised route and if it's changed some tourist industry will suffer'

4.2.7 There were also other positive comments. For example, references to the impact on individual communities, projects in other countries, and the importance of the Old Military Road were made within a smaller number of comments. For further detail on responses please see the Coding Framework in Appendix G of this report and the Total Responses Collected per Code in Appendix H of this report.

4.3 Concerns with the Preferred Route Corridor

4.3.1 A minority of respondents (27 out of 127) did not agree with the selected preferred route corridor.

4.3.2 Some of these respondents raised concerns that the current problems on the existing road would continue with any new route through Glen Croe (i.e. continued risk of landslide and falling debris).

4.3.3 Some respondents also raised concerns about whether some of the five possible route options presented would provide a permanent fix when considering the expectation of an increase in periods of heavy and persistent rainfall in the future caused by climate change. For example, respondent 44 commented:

'long term stability of the route given future climate change projections e.g. heavier and more intense rainfall events which are a major cause of landslides. The route should be 'climate-proofed' for the next 50 years.'

- 4.3.4 Some respondents raised concerns that any new route option through Glen Croe would not improve road safety when compared with the existing trunk road.
- 4.3.5 There is a desire among respondents to fix the problems for the long term. One respondent mentioned that the selection of Glen Croe as the preferred route corridor was a *'missed opportunity'* (Respondent 88) to see a new corridor route constructed to access Argyll and Bute.
- 4.3.6 Among some of the responses in this category, there was a feeling of disappointment about the lack of ambition compared to the other corridor routes initially presented. The comment below demonstrates that there is also a practical understanding that the Glen Croe route corridor is the most financially economic.

'It lacks ambition! Some of the other routes would have a greater impact on connections to Argyll. This one will have no effect on journey times or distance. But I do understand the pressures of finance. Within Route Corridor 1 the Green Route seems to be the best option, subject to any past history of landslide[s] on that side of the glen.'

- 4.3.7 Another commonly identified concern was the time required for construction and the impact this would have on the road users of the existing route.
- 4.3.8 There were concerns that the construction works would have a negative impact on the beauty of the area, which was highlighted in 6 responses.
- 4.3.9 There were concerns about the costs involved with the construction of the new route and the ongoing costs of maintaining any additional new routes.

4.3.10 Table 4.3 shows the top concerns noted with respect to the preferred route corridor and the number of times each concern was mentioned.

Table 4.3: Preferred Route Corridor - Top Concerns Identified

Top concerns identified	Number of times the concern was identified
Safety of new routes	6
Negative impact on the environment	6
Time for construction	6
Concerns about construction visually impacting beauty of area	5
Concerns about cost	5

4.3.11 Additional negative comments included: the chosen corridor route would not have any effect on current journey times/distance; concerns about the people and farming in the area of the preferred route corridor; and concerns about the lane width of the new road. For further detail on responses please see the Coding Framework in Appendix G of this report and the Total Responses Collected per Code in Appendix H of this report.

5. Feedback on the Five Possible Route Options

5.1 Respondents Affected by Possible Route Options

5.1.1 The second question on the feedback form asked respondents if any of the possible route options within the preferred route corridor affected them.

5.1.2 Most respondents said that they were not affected by the possible route options (82 respondents).

Table 5.1: Number Of People Who Are Affected By Any Of The Possible Route Options

Do any of the preferred route options affect you?	Number of responses
No	82
No and gave reason	1
Yes	28
Yes and gave reason	27

5.1.3 Most of those who indicated that they were affected did not identify a specific route option. Instead, they mainly highlighted that they travelled on this road regularly, so all of the possible route options would affect them.

5.2 Support for Each of the Individual Route Options

5.2.1 We did not ask respondents to rank or explicitly express their preferred route option out of the five possible route options presented. However, where a respondent has indicated a clear preference for a particular route or routes within their responses, we have collected and analysed that data to help us understand the public's priorities and to inform decision making in future stages of the scheme preparation process.

5.2.2 Where a respondent identified that they supported more than one route option, we have counted all the routes that they indicated support for. For example, a response which contained comments supporting both the Pink and Purple route options would be recorded once in the pink category and also once in the purple category.

5.2.3 Among the responses which mentioned a route option, the Green route option was the most supported by a large margin (over 60% of those who responded) followed by Pink, Brown, Purple and Yellow route options respectively.

Table 5.2: Number Of People Who Indicated A Preference For One Of The Routes

Route option	Number of responses
Green route option (south-west slopes of the valley)	46
Pink route option (predominantly tunnel)	13
Brown route option (debris flow shelter)	8
Purple route option (shorter tunnel)	4
Yellow route option (predominantly viaduct)	3

6. Feedback on Each of the Individual Five Possible Route Options

6.1 Introduction

6.1.1 Where a respondent has given us information on a particular route or routes within their responses, we have collected and analysed that data to help us understand the public's priorities and to inform decision making in future stages of the scheme preparation process.

6.1.2 In this chapter we have presented comments which were made by multiple respondents about each of the individual five possible route options.

6.2 Feedback on the Green Route Option

6.2.1 9 respondents mentioned that the Green route option was the quickest to deliver, out of the 13 respondents overall who identified that the Glen Croe route corridor was the quickest to deliver.

6.2.1 5 respondents highlighted that the Green route option would be the most cost effective, out of 21 mentions of cost effectiveness overall.

6.2.2 4 respondents pointed out that the Green route option would have the least impact on the environment out of the 14 times overall that the respondents mentioned that the preferred route corridor had the least impact on the environment.

6.2.3 As noted above, the Green route option received more positive feedback than any of the other route options presented.

6.3 Feedback on the Pink Route Option

6.3.1 A concern raised by respondents was that the Pink route option would bypass the A828 / B839 junction which is an important link to the local road network.

6.3.2 It was also identified that the Pink route option would bypass the existing bus stop at the Rest and Be Thankful car park which was a concern.

6.4 Feedback on the Pink and Purple Route Option

6.4.1 No feedback was provided on the Purple route option alone without mentioning the Pink route option as well.

6.4.2 When respondents identified concerns about time required for construction, 2 of the responses noted their concerns were specifically with both the Pink and the Purple route options.

- 6.4.3 Overall, there were 58 comments about tunnels out of the 127 responses. These comments were not always explicit as to whether they were referring to the Pink or Purple route options specifically or tunnel projects in general.
- 6.4.4 Comments about tunnels compared them to projects in other countries, such as the Alps.
- 6.4.5 Comments about tunnels frequently mentioned that they were the safest option.
- 6.4.6 Some comments also mentioned high anticipated cost as a negative when compared with options which did not require tunnelling.
- 6.4.7 Some responses identified the driving experience through tunnels as 'unpleasant'.

6.5 Feedback on the Brown Route Option

- 6.5.1 4 of the respondents out of the 8 who mentioned the Brown route option raised concerns about how safe and resilient the Brown route would be.
- 6.5.2 2 respondents out of the 8 responses who mentioned the Brown route option said that it did not provide a long-term fix.

6.6 Feedback on the Yellow Route Option

- 6.6.1 2 out of the 3 respondents who identified the Yellow route option commented that the viaduct would have a negative impact on the scenic area of Glen Croe.

7. Alternative Route Suggestions

7.1 Feedback

- 7.1.1 The third question on the feedback form asked if respondents would like to suggest any other routes within the recommended preferred route corridor.
- 7.1.2 Of the 110 responses to Question 3, there were 41 people who responded that they would like to suggest alternative route options. There were 69 people who either stated no, they would not like to suggest an alternative, or did not answer this question.
- 7.1.3 Of the 41 people who responded to this question indicating they would like to suggest an alternative route option, 12 were presented in responses as alternatives not described in the consultation documents as one of the five possible route options. These 12 suggestions have been reviewed by the project team and a substantive response to each can be found below in Table 7.1. Upon further review by the project team, 10 suggestions are in fact considered to be route options set out in the consultation documents, with only 2 suggestions noted for further consideration by the project team. These two suggestions are variants of the Pink route and Green route. The remaining 29 people used this question to explicitly express a preference for one or more of the five possible route options set out in the consultation documents.
- 7.1.4 Additionally, 4 respondents suggested there were better route corridor options than the preferred route corridor through Glen Croe to connect with the wider region of Argyll. A couple of respondents mentioned specific route corridors which were in the previous consultation, for example the 'Road Link via Cowal' (Respondent 36). These suggestions are no longer being considered as they fall outside of the preferred route corridor through Glen Croe and were consulted upon in Autumn 2020.
- 7.1.5 Some respondents noted that they had already provided their suggestion in the previous consultation or that they had a route they would like to discuss further, although not giving any details in their response. This feedback can be found in the [consultation report published on Transport Scotland's website](#).
- 7.1.6 An option which was detailed but falls outside of the limits of the preferred route corridor through Glen Croe is provided below as an illustration of the various routes which were suggested as an alternative to the identified possible route options presented:

'Is it not possible to build a new road, some of it at as an open road (probably not very long), and most of it via a tunnel, from just west of Arrochar, passing Succoth, and going under Beinn Ime, to rejoin the A83 at Butter Bridge?'

Table 7.1: Alternative Suggestions And How They Have Been Considered

Respondent comment	Response	Action
<p>Yes. The pink option should be extended so as to reduce the visual impact of a road in the glen.</p>	<p>The Pink route option would involve construction of a new length of single carriageway approximately 4.1km long, of which around 2.9km would be within a tunnel. The tunnel would pass under the Croe Water and the A83 Trunk Road and would re-emerge next to the junction between the A83 Trunk Road and an existing access road north of Loch Restil, before tying back into the A83 Trunk Road.</p> <p>This suggestion has been noted for further consideration by the project team in ongoing design and assessment work.</p>	<p>This suggestion will be noted as a potential variant to the Pink route option and the merits of this will be considered further by the project team.</p>
<p>No, but see alterations below. I think alterations to the green route at both ends should be considered. At the lower end, stay on the SW side of Croe Water and join the existing A83 near grid reference NN 2543 0424 avoiding the need for a new crossing of the river. At the upper end, keep further west and higher and join the B828 near grid reference NN 2293 0718 taking a straighter line avoiding the car park to join the existing A83 near grid reference NN 2297 0759.</p>	<p>The Green route option which would involve the construction of a new single carriageway road around 4.3km long on the opposite side of the valley from the current A83 Trunk Road, crossing the valley floor and Croe Water over a viaduct 0.2km in length. Landslide mitigation works such as debris flow shelters, fencing and viaducts would also likely be required to protect the proposed road from future landslide events. The route would tie into the A83 Trunk Road south of the A83/Forestry Access Track and the Old Military Road junction, which is currently used as the temporary diversion.</p> <p>This suggestion has been noted for consideration in ongoing assessment and design work.</p>	<p>This suggestion will be noted as a potential variant to the Green route option and the merits of this will be considered further by the project team.</p>

Respondent comment	Response	Action
<p>I would prefer the south-west route up Glen Croe as the prevailing weather will pass over the mountainside to where it strikes the present site causing present problems. Also the hillside has mature trees which should be saved from logging in perpetuity. It is a well establish scientific and botanical fact that trees prevent erosion. One only has to look at logging around the world, where hillsides have collapsed owing to removal of nature's ground preservers. In many cases causing devastation and death in those poorer communities.</p>	<p>This suggestion is being assessed as part of the Green route option which would involve the construction of a new single carriageway road around 4.3km long on the opposite side of the valley from the current A83 Trunk Road, crossing the valley floor and Croe Water over a viaduct 0.2km in length. Landslide mitigation works such as debris flow shelters, fencing and viaducts would also likely be required to protect the proposed road from future landslide events. The route would tie into the A83 Trunk Road south of the A83/Forestry Access Track and the Old Military Road junction, which is currently used as the temporary diversion.</p>	<p>No alternative to what we are already considering in the Green route option is proposed.</p> <p>No action.</p>
<p>Difficult given the constraints of the valley itself. No point in constructing a road on other side of A83 as similar problems would arise in future. Tunnel though longer to build and required increased funding is more viable for the area as a whole.</p>	<p>Tunnel options are being assessed as part of the Pink and Purple route options.</p> <p>The Pink route option would involve construction of a new length of single carriageway approximately 4.1km long, of which around 2.9km would be within a tunnel. The tunnel would pass under the Croe Water and the A83 Trunk Road and would re-emerge next to the junction between the A83 Trunk Road and an existing access road north of Loch Restil, before tying back into the A83 Trunk Road.</p> <p>The Purple route option provides a new length of single carriageway around 3.2km in length, positioned within the Glen Croe valley floor and tying into the existing A83 Trunk Road south of the Croe Water. The route would run north-west between the Old Military Road and the Croe Water either as open road or potentially a viaduct, before transitioning into a tunnel around 1.2km in length passing under the Old Military Road and existing A83 Trunk Road.</p>	<p>No alternative to what we are already considering in the Pink and Purple route option is proposed.</p> <p>No action.</p>

Respondent comment	Response	Action
<p>The only route is on the opposite side of the glen to the existing road. Adding more options at this stage is simple an unnecessary delaying tactic. The detailed planning of route 1 on the last consultation could now have been well under way. By the end of May eight months will have been wasted to add to the last seven wasted years and large amounts of money squandered.</p>	<p>This suggestion is being assessed as part of the Green route option which would involve the construction of a new single carriageway road around 4.3km long on the opposite side of the valley from the current A83 Trunk Road, crossing the valley floor and Croe Water over a viaduct 0.2km in length. Landslide mitigation works such as debris flow shelters, fencing and viaducts would also likely be required to protect the proposed road from future landslide events. The route would tie into the A83 Trunk Road south of the A83/Forestry Access Track and the Old Military Road junction, which is currently used as the temporary diversion.</p>	<p>No alternative to what we are already considering in the Green route option is proposed.</p> <p>No action.</p>
<p>Why not a viaduct the length of Glen Croe run down the centre of the glen? This is a common solution found on the Continent and can be very beautiful, blending in well with the environment. And whilst being built widen the carriageway to take the abnormal loads you keep mentioning.</p>	<p>This suggestion is being assessed as part of the Purple route option which provides a new length of single carriageway around 3.2km in length, positioned within the Glen Croe valley floor and tying into the existing A83 Trunk Road south of the Croe Water. The route would run north-west between the Old Military Road and the Croe Water either as open road or potentially a viaduct, before transitioning into a tunnel around 1.2km in length passing under the Old Military Road and existing A83 Trunk Road.</p> <p>As further design and assessment work progresses, and site information gathered the extent to which the Purple route option may be on a viaduct or on an embankment will be identified.</p>	<p>No alternative to what we are already considering in the Purple route option is proposed.</p> <p>No action.</p>

Respondent comment	Response	Action
<p>Out over the glen itself via bridge.</p>	<p>This suggestion is being assessed as part of the Purple route option which provides a new length of single carriageway around 3.2km in length, positioned within the Glen Croe valley floor and tying into the existing A83 Trunk Road south of the Croe Water. The route would run north-west between the Old Military Road and the Croe Water either as open road or potentially a viaduct, before transitioning into a tunnel around 1.2km in length passing under the Old Military Road and existing A83 Trunk Road.</p> <p>As further design and assessment work progresses, and site information gathered the extent to which the Purple route option may be on a viaduct or on an embankment will be identified.</p>	<p>No alternative to what we are already considering in the Purple route option is proposed.</p> <p>No action.</p>
<p>Just build a tunnel that won't be affected by future landslides</p>	<p>Tunnel options are being assessed as part of the Pink and Purple route options.</p> <p>The Pink route option would involve construction of a new length of single carriageway approximately 4.1km long, of which around 2.9km would be within a tunnel. The tunnel would pass under the Croe Water and the A83 Trunk Road and would re-emerge next to the junction between the A83 Trunk Road and an existing access road north of Loch Restil, before tying back into the A83 Trunk Road.</p> <p>The Purple route option provides a new length of single carriageway around 3.2km in length, positioned within the Glen Croe valley floor and tying into the existing A83 Trunk Road south of the Croe Water. The route would run north-west between the Old Military Road and the Croe Water either as open road or potentially a viaduct, before transitioning into a tunnel around</p>	<p>No alternative to what we are already considering in the Pink and Purple route options is proposed.</p> <p>No action.</p>

Respondent comment	Response	Action
	1.2km in length passing under the Old Military Road and existing A83 Trunk Road.	
On the left hand side of the Glen Croe there is a forested slope which would hold the earth and soil, ground, together.	This suggestion is being assessed as part of the Green route option which would involve the construction of a new single carriageway road around 4.3km long on the opposite side of the valley from the current A83 Trunk Road, crossing the valley floor and Croe Water over a viaduct 0.2km in length. Landslide mitigation works such as debris flow shelters, fencing and viaducts would also likely be required to protect the proposed road from future landslide events. The route would tie into the A83 Trunk Road south of the A83/Forestry Access Track and the Old Military Road junction, which is currently used as the temporary diversion.	No alternative to what we are already considering in the Green route option is proposed. No action.
I wonder if the viaduct option should be a straighter road through the glen rather than hugging the existing road at times - thinking about making it easier for larger vehicles in terms of gradient and no bends.	This suggestion is being assessed as part of the Purple route option which provides a new length of single carriageway around 3.2km in length, positioned within the Glen Croe valley floor and tying into the existing A83 Trunk Road south of the Croe Water. The route would run north-west between the Old Military Road and the Croe Water either as open road or potentially a viaduct, before transitioning into a tunnel around 1.2km in length passing under the Old Military Road and existing A83 Trunk Road. As further design and assessment work progresses, and site information gathered the extent to which the Purple route option may be on a viaduct or on an embankment will be identified.	No alternative to what we are already considering in the Purple route option is proposed. No action.

Respondent comment	Response	Action
<p>The ambitious stage 2 project could be a state of the art viaduct - stretching from the bottom of the Glen right up to somewhere around the R&BT car park (which seems to hold some importance in your option appraisals but is only an area of tarmac which could be situated anywhere to suit the new route). The new construction should double as an A83 trunk road section whilst complimenting and adding to Glen Croe, something Argyll can be proud of which lasts for hundreds of years and is an icon of modern architecture and engineering , solves the issues in Glen Croe, attracts visitors and promotes Argyll.</p>	<p>This suggestion is being assessed as part of the Purple route option which provides a new length of single carriageway around 3.2km in length, positioned within the Glen Croe valley floor and tying into the existing A83 Trunk Road south of the Croe Water. The route would run north-west between the Old Military Road and the Croe Water either as open road or potentially a viaduct, before transitioning into a tunnel around 1.2km in length passing under the Old Military Road and existing A83 Trunk Road.</p> <p>As further design and assessment work progresses, and site information gathered the extent to which the Purple route option may be on a viaduct or on an embankment will be identified.</p>	<p>No alternative to what we are already considering in the Purple route option is proposed.</p> <p>No action.</p>

8. Features Identified within the Possible Route Options

8.1 Feedback

8.1.1 The fourth question on the feedback form asked respondents to share any environmental, cultural or heritage features within any of the possible route options which were important to them.

8.1.2 Out of the 107 people who answered this question, there were 28 people who identified that there were features within the route option which were important to them and all these people gave further details.

8.1.3 It was highlighted by most of the respondents to this question that the environment was of most importance and that it is a 'scenic area' and has been 'renowned for centuries' (Respondent 76). There were multiple mentions about the importance of trees and deforestation (7 mentions) such as below:

'The northern valley hillside should be replanted with broadleaf trees in order to stabilise this slope and increase the visual amenity when viewed from the Green Option route.'

8.1.4 One respondent directly mentioned the cultural significance of the area:

'Considerable cultural significant as a route dating back many centuries. There was a track and a drovers' route for many generations before General Wade's military road was constructed in response to the Jacobite unrest in the early 1700's. The glen was visited and written about by William and Dorothy Wordsworth, and sketched by J.M.W. Turner. I believe that we should treat it with respect.'

8.1.5 Additionally, a small number of respondents mentioned the importance of the forestry path and its connection to the Old Military Road which is used for recreational activities such as the comment below:

'Forestry Path is used by walkers, cyclists & access to Ben Donich, The Brack and Lochgilphead'

8.1.6 Figure 8.1 is a Wordle image created using words which were used in the response to question four of the survey, identifying any environmental, cultural or heritage features which are of interest within the possible route options identified.



Figure 8.1: A Wordle Image Summarising Some Of The Words Which Were Used In Response To Question Four

9. Additional Comments/Views on the Scheme Overall

9.1 Feedback

- 9.1.1 The final question asked respondents if there was anything else that should be considered about the preferred route corridor or the five possible route options.
- 9.1.2 There were 75 people who answered this question. 35 people responded saying they had no further comment and there were 40 people who left a comment.
- 9.1.3 People generally left details of which route was their preference and any benefits or concerns which have been detailed above in Chapters 4-8 of this report.
- 9.1.4 There were a small number of respondents who would like to see an upgrade to the Rest and be Thankful Viewpoint and car park such as Respondent 16: *'Upgrade the viewpoint and car park/rest space as part of the development'*.
- 9.1.5 There were a couple of suggestions that once the new road has been built, the existing road could be developed to be an active travel route, such as in the below comment from Respondent 88:

'It would [...] allow the old route corridor to either be converted to active travel, such as cycling, or for its natural value to be restored as much as possible given the substantial excavations being undertaken. Since the route is in an internationally renowned national park and forms the main access to Argyll and the isles, an area of Scotland famous for wildlife inhabiting wild lands any opportunity for this project to deliver benefits to local wildlife should be maximised.'

- 9.1.6 There were several comments stating that without further information such as costings and time scales, respondents would not be able to select a preferred route option, such as the below comment from Respondent 63:

'I really think it is down to your consultants and experts to determine the best solution, including cost implications. The level of expertise required for that is beyond the average 'general public' responding to this survey - we can only tell you what we'd like the result to be.'

- 9.1.7 Additional comments from respondents requested that consideration be given to wildlife bridges across a new road and expressed the importance of minimising any impacts on Loch Restil as an important local ecological habitat.

10. Conclusion and Next Steps

10.1 Summary of the Consultation Process

- 10.1.1 On 18 March 2021, the Cabinet Secretary for Transport, Infrastructure and Connectivity announced that the preferred route corridor was Route Corridor 1, through Glen Croe. At the same time as announcing the preferred route corridor, we invited the public to provide feedback on five possible route options within Route Corridor 1. The consultation period to provide feedback on the preferred route corridor option ran from 18 March 2021 to 28 May 2021 and was publicised via a variety of channels. Further details about the background and purpose of the consultation and the various ways it was publicised can be found in Chapter 1 of this report.
- 10.1.2 We developed a feedback form to encourage people to participate in the public consultation and share their views on the selected preferred corridor announcement and comment on the five possible route options. A copy of the feedback form can be found in Appendix E of this report.
- 10.1.3 Overall, 127 responses were submitted. A process of qualitative analysis was used to draw out themes in the detailed open text feedback in responses. This involved reading and interpreting each response and assigning numerical codes to categorise different types of comments. Further information on the analysis process can be found in Chapter 3 of this report.
- 10.1.4 Respondents could provide feedback directly online via the form on the project website or could complete and send back a Word or PDF version of the form to the project team via email. Most of the feedback (110) was received in this way, with a smaller number of respondents (17) using other means, such as by sending an email or submitting a written report.

10.2 Summary of the Feedback Received

- 10.2.1 The feedback received was supportive of the selected preferred route corridor with 100 people out of the 127 responses stating that they were content with the preferred route corridor.
- 10.2.2 Most respondents (82) stated that the various routes did not affect them, 28 stated that it did.
- 10.2.3 Most respondents gave comment about the five possible route options presented.
- 10.2.4 Among the responses, the Green route option was the most supported by a large margin followed by Pink, Brown, Purple and Yellow options respectively.

- 10.2.5 A small number of alternative suggestions were presented by respondents, however, most routes provided were already within the five possible route options presented or were routes from previously presented and discounted corridors.
- 10.2.6 Where environmental/cultural/heritage features (within the preferred route corridor) were identified by respondents, they were mainly environmental and focused on maintaining the scenic beauty of the Glen Croe area.
- 10.2.7 When asked to comment on anything else respondents generally went on to agree or disagree with one or a number of the five possible route options. There were a number of comments made by a small number of people highlighting the importance of maintaining or developing the viewpoint and car park/rest space.
- 10.2.8 Transport Scotland are happy with the level of feedback received and are particularly pleased at the time and effort respondents have taken to respond at this stage of the design. The comments received are helpful and valuable and will be used by the design team to assist the route assessment and design layouts of the route options.

10.3 Next Steps

- 10.3.1 Transport Scotland are using the feedback provided by stakeholders and the public to inform ongoing assessment and design work, to further build on our knowledge of the various route options and local area, and to ensure that all additional options for assessment are identified. This information will also be used to help inform future decision making for the A83 Access to Argyll project such as the identification of a preferred route option.

Appendix A. Consultation Information and Possible Route Options



About News Consultations Media Library Publications Traffic management updates Coronavirus (COVID-19)

Our approach Public transport Walking and cycling Transport network Projects Concessionary travel Q

PUBLISHED DATE
18 Mar 2021

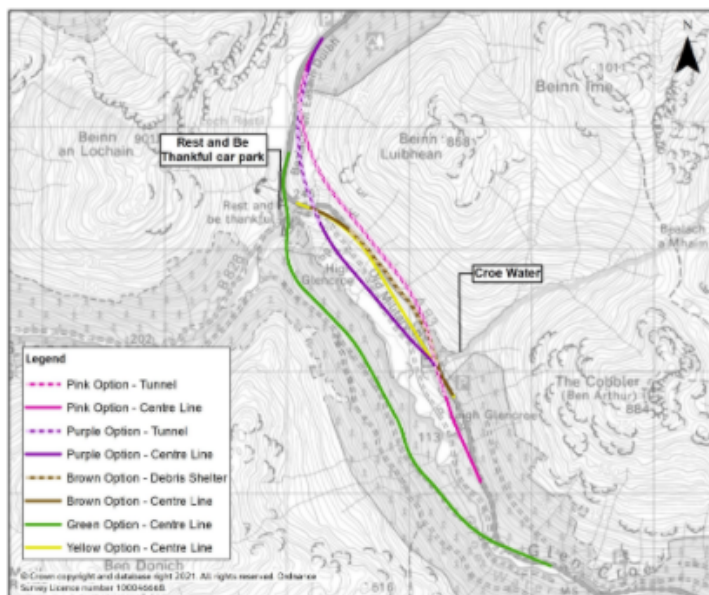
TYPE
Report

PROJECTS
A83 Access to Argyll and Bute

Recommended Preferred Route Corridor and Possible Route Options - March 2021 - A83 Access to Argyll and Bute

Last year we undertook a public consultation on 11 route corridor options in the region. From the feedback we received, as well as the assessment work undertaken by the project team, a preferred route corridor option has been recommended by the Cabinet Secretary for Transport, Infrastructure and Connectivity – to progress with Route Corridor 1 through Glen Croe.

The next stage of the project involves developing possible route options within Route Corridor 1. From the assessment work we have undertaken, we have identified five possible route options as shown below:



These have been developed from the proposed route options originally outlined in the A83 Trunk Road Study 2013. Those routes are being considered and an additional possible one has been identified. These may incorporate tunnels, structures such as viaducts, shelters as well as stretches of open road.

We would welcome your views on the recommended preferred route corridor announcement and the five possible route options. Your feedback will help the project team develop and refine these possible route options, which will be subject to further assessment based on additional data-gathering and survey work.

More details about these five possible route options

- [View Brown Possible Route Option](#) >
- [View Yellow Possible Route Option](#) >
- [View Green Possible Route Option](#) >
- [View Purple Possible Route Option](#) >
- [View Pink Possible Route Option](#) >

The environmental constraints as well as the proposed mitigation measures relating to the recommended preferred route corridor is considered in the Strategic Environmental Assessment (SEA) Environmental Report that will be published on our website in April 2021. You may wish to take a look at that report before you respond.

If you would like to share your views with us, we would be grateful if you could do so via the feedback form. Feedback can be submitted using one of the following methods:

- [Online interactive feedback form](#)
- [PDF feedback form](#)
- [MS Word feedback form](#)
- Email direct to the project team at A83@jacobs.com

Please be advised that the feedback can be submitted **on or before Friday 28 May 2021**.

If you have any queries, please email us at the above address in the first instance. Alternatively, you can call us on 07999 948 736 Monday to Friday between 9am – 5pm.

We are sorry that we cannot currently receive feedback forms that are posted back to us as our offices are currently closed to comply with Covid-19 guidelines.

[This information is published on Transport Scotland's website.](#)

Appendix B. Email to Stakeholders

Please note – the format of the hyperlinks in this appendix have been updated from the original email text to meet TS web accessibility requirements.

Recommended Preferred Route Corridor Announcement and Publication of Consultation Report: email from Jo Blewett

Recipients: *General email – to majority of Autumn 2020 consultation respondents (except those that a bespoke response has been prepared for) and anyone else who has expressed an interest in the project and requested updates.*

Issue date: 18 March 2021 - *When the recommended preferred route corridor was announced, and other consultation documentation was published on web.*

Title: *Access to Argyll and Bute (A83) Recommended Preferred Route Corridor Announcement and Consultation Feedback Report Published*

Email:- all on generic list

Thank you for the feedback that you have shared with us on the Access to Argyll and Bute (A83) route corridor options in response to our public consultation held in Autumn 2020. We have reviewed all of the feedback received and have published The Access to Argyll and Bute (A83) Consultation Report, summarising what respondents said, on our website. [The report can be found on our website.](#)

We had over 650 responses to the consultation and we have really valued the local information, comments and suggestions made on the 11 route corridor options being considered. All the feedback received was analysed and was shared with the project team to help inform assessment of the route corridor options. [We have published information that summarises our assessments of each of the route corridor options on our website.](#)

Following the [recent announcement from the Cabinet Secretary](#) you may be aware that Route Corridor 1 (through Glen Croe) has been recommended as the preferred route corridor.

Details of five possible route options through the preferred route corridor have also been announced. These have been developed from further assessment undertaken by the project team. These possible route options have each been designated a colour - brown, yellow, green, purple and pink.

[More information on these possible route options and a feedback form can be found on our website.](#) We would be grateful if any initial comments that you may have on these possible route options be included in the feedback form and returned to us on or before **Friday 28 May 2021**.

To keep the public updated on the project as it progresses, [our Access to Argyll and Bute \(A83\) storymap](#), has more details of the work that has been going on behind the scenes so far. We will be updating this as the project progresses so please do revisit it to learn more.

We look forward to your ongoing feedback on this project and there will be further opportunities to share your views with us in the future.

In the meantime, if you have any questions or would like to get in touch with us to share your views, in the first instance please email us at A83@jacobs.com. Alternatively, you can call our stakeholder team on 07999 948 736 Monday to Friday between 9am – 5pm.

We look forward to continuing to work with you.

Jo Blewett

Major Projects Design

Transport Scotland



For agency and travel information visit our [website](#)

Appendix C. Social Media Coverage

The main coverage of the consultation on social media was through Twitter and Facebook.

Twitter Coverage

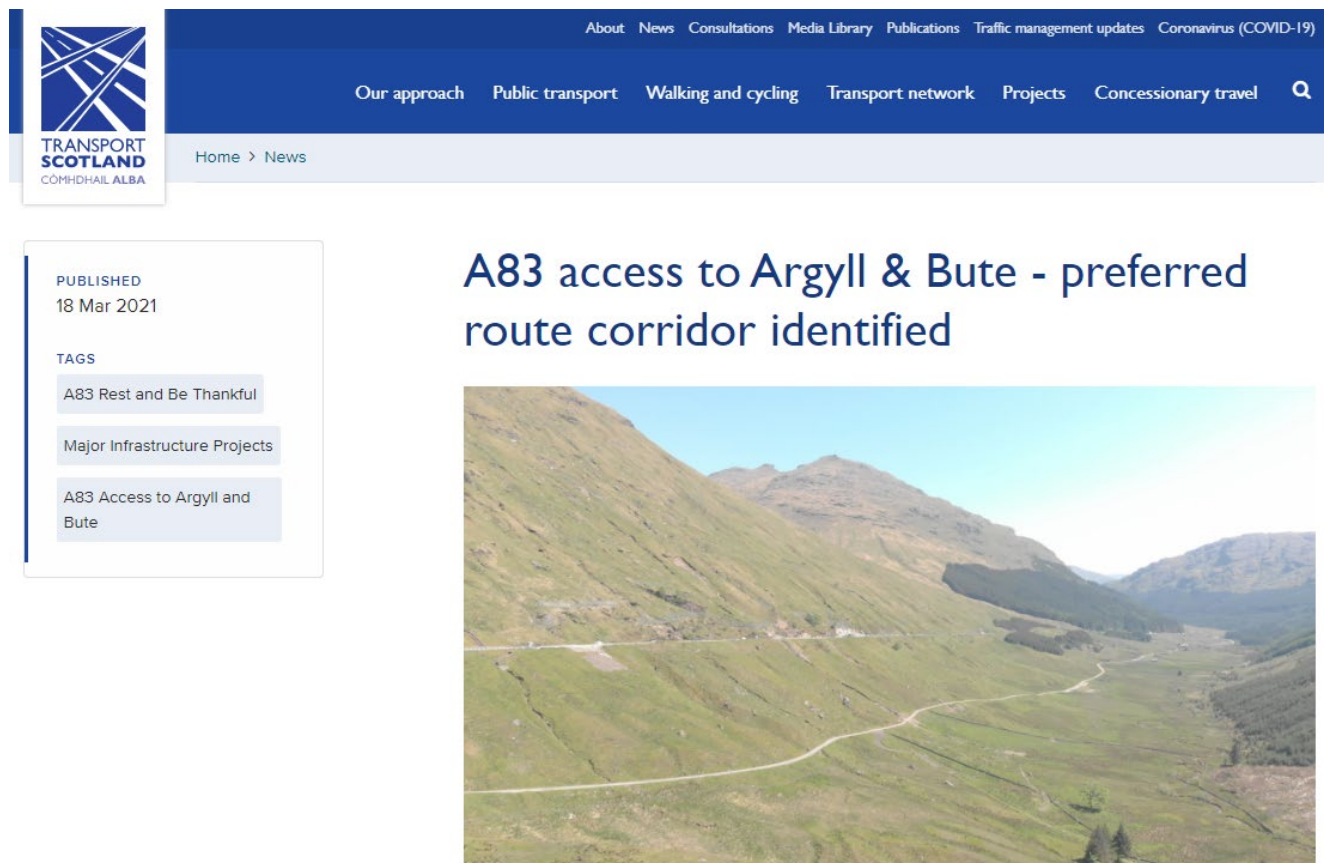
On 18 March 2021, Transport Scotland made the announcement and shared a graphic about the consultation on the organisation's Twitter feed detailed below. Media channels such as the BBC, STV, the Scotsman, Helensburgh Advertiser, and Oban Times carried the story about the preferred corridor selection decision and the new consultation on route options. This was in addition to widespread coverage in construction and engineering industry publications.

Facebook Coverage

On 18 March 2021, Transport Scotland posted details of the consultation on its Facebook page in the below post.

The image shows two social media posts side-by-side. On the left is a Facebook post from Transport Scotland, dated March 18 at 12:19 PM. The text of the post reads: "Following the preliminary assessment of 11 route corridor options for the #A83, Transport Secretary Michael Matheson has announced Glen Croe as the preferred corridor. Read the full story <http://bit.ly/3tDZ2Mh> Give us your feedback on the preferred route corridor and possible route options between now and the end of May <http://bit.ly/3vCe72p> #RestAndBeThankful". Below the text is a blue banner with a photo of Michael Matheson MSP and the text: "This work underlines the Scottish Government's commitment to continued work with key stakeholders and local communities to ensure that Argyll & Bute remains open for business. Michael Matheson MSP Cabinet Secretary for Transport, Infrastructure and Connectivity transport.gov.scot". The post has 6 likes and 1 share. On the right is a Twitter post from Transport Scotland (@transcotland) replying to @transcotland, dated 11:02 AM · Mar 18, 2021. The text reads: "Give us your feedback on the preferred route corridor and possible route options between now and the end of May. transport.gov.scot/publication/re... #A83 #RestAndBeThankful". Below the text is a topographic map of the Glen Croe area showing various route options: Pink Option - Tunnel, Pink Option - Centre Line, Purple Option - Tunnel, Purple Option - Centre Line, Brown Option - Debris Shelter, Brown Option - Centre Line, Green Option - Centre Line, and Yellow Option - Centre Line. The map also shows geographical features like Ben Donich, Ben Arthur, and Croe Water.

Appendix D. Press Release Issued 18 March 2021 - A83 access to Argyll & Bute - preferred route corridor identified



The screenshot shows a news article on the Transport Scotland website. The page header includes the Transport Scotland logo and navigation links such as 'About', 'News', 'Consultations', 'Media Library', 'Publications', 'Traffic management updates', and 'Coronavirus (COVID-19)'. The main navigation bar lists 'Our approach', 'Public transport', 'Walking and cycling', 'Transport network', 'Projects', and 'Concessionary travel'. The article title is 'A83 access to Argyll & Bute - preferred route corridor identified'. A sidebar on the left contains metadata: 'PUBLISHED 18 Mar 2021', 'TAGS' including 'A83 Rest and Be Thankful', 'Major Infrastructure Projects', and 'A83 Access to Argyll and Bute'. The main content area features a large landscape photograph of a valley with a winding road.

Major progress on all fronts as additional short and medium term plans at the A83 Rest and be Thankful and the long term preferred route corridor for [Access to Argyll and Bute \(A83\) scheme](#) is announced.

A preliminary assessment of all 11 route corridor options for improving access to Argyll and Bute and identifying a long term solution to the ongoing problems at the Rest and Be Thankful has been completed.

Following this work and the over 650 responses to the public consultation on the scheme, we are now able to let the public see the [preferred route corridor outcome](#) - this is the Glen Croe corridor Option 1 in the recent consultation.

The preferred route corridor is more cost effective and quicker to deliver, having significantly less environmental constraints.

Work on route options within the long term preferred corridor has been accelerated and we are presenting today the possible options for consideration in detailed assessment stages. It is important that all options are properly subjected to an evidence based assessment and we are particularly seeking feedback on any options we may have missed.

Public feedback has stressed the need to move quickly and we will be mindful of the impact of that on programme delivery, placing particular weight on the timescales that options may take to deliver as we move into the route options assessment stage.

All route options have technical construction challenges. The range of options spans traditional roads and localised structural protection to full tunnel options with a difference in construction timescales of up to two years for full tunnel options. The detailed assessment will also consider construction risk, cost and environmental impact of the options and an Statutory Environmental Assessment will be published in April.

We will be commencing the process of procuring long term consultancy services for this design work next month and taking forward further survey and assessment work in parallel with this procurement subject to COVID restrictions. We will continue to push on with progress during this period.

As part of the ongoing public engagement, we are today launching an [interactive Story Map](#) which will be developed and added to as the design moves forward and this will keep local communities and road users informed of progress on the project.

In recognition of a need to act quickly, further short and medium term mitigation works at the Rest and Be Thankful have also been identified.

A new debris cage, catchpit, debris fencing and flood mitigation measures are being taken forward over the coming months to provide greater protection to the A83 and the Old Military Road.

We are also taking forward design work on medium term improvements to improve the resilience of the route through the Glen Croe corridor including consideration of the Forestry Track, the Old Military Road and other options on land already owned by Scottish Ministers.

Cabinet Secretary for Transport, Infrastructure and Connectivity, Michael Matheson MSP said:

“Following the disruption caused by landslips at the A83 Rest and Be Thankful, I understand the frustration and disruption that these bring for local communities and road users.

“We are progressing substantial short term investment in the existing A83 including installing a debris cage and new culvert, construction of an additional catchpit, debris fencing and flood mitigation measures at the River Croe crossing.

“I can also announce today that I have asked Transport Scotland to progress work to look at a medium term resilient route through Glen Croe including consideration of the Forestry Track, the Old Military Road and other options on land already owned by Scottish Ministers. Depending on the statutory consents required, this work will seek to develop finalised proposals within 18 months.

“Along with this work on the existing A83, we are working in parallel to identify a permanent solution to the road at the Rest and Be Thankful. Following the conclusion of the preliminary

assessment of the corridor options under consideration the preferred corridor has been identified as the Glen Croe corridor, Option 1.

“Identifying the preferred route corridor is a major step forward for this vital work and we are now pushing forward to look at five alternative options within that online corridor and starting the process shortly to appoint design consultants for this work. Following substantial public feedback our future assessment work will place particular emphasis on the timescale to deliver these options.

“As I made clear at the Rural Economy and Connectivity Committee last week, I have asked Transport Scotland to accelerate the preparation and delivery of the scheme where possible given the importance of the route to local communities and road users.

“However, we are required to follow the correct statutory process to ensure a fair and transparent assessment of options and impacts on local communities and road users.

“From today the new Story Map portal will provide regular updates on the design work as we look at alternative options within the preferred route corridor. We are also encouraging those with an interest to provide feedback on the preferred route corridor and possible route options between now and the end of May.

“All of this work underlines the Scottish Government’s commitment to continued work with key stakeholders and local communities to ensure that Argyll & Bute remains open for business.”

ENDS

Appendix E. Feedback Form

Access to Argyll and Bute (A83) Preferred Route Corridor



Feedback form

Introduction

Thank you for visiting the Access to Argyll and Bute (A83) website and storymap. We would be grateful if you could take the time to provide any feedback or comments you may have on this feedback form and return it to us by email by **Friday 28 May 2021**.

Email: A83@jacobs.com

Transport Scotland will consider your feedback to help inform the next stage of our work on this project. All completed forms will be shared with our consultants. We may also use the content of your feedback form to inform future reports related to this project.

Your details (optional)

Name:

Address:

Postcode

Telephone:

Email:

Access to Argyll and Bute (A83): Preferred Route Corridor

Q1. Are you content with Route Corridor 1 as the recommended preferred route corridor (please tick as appropriate): Yes No

If you wish, give a reason for your answer:

Q2. Do any of the possible routes within the preferred corridor affect you?

Yes No

If yes, which route(s) and how/why?

Q3. Are there any other routes you would like to suggest within the recommended preferred route corridor?

+

Q4. Are there any environmental/cultural/heritage features within the recommended preferred route corridor of particular interest to you (please tick as appropriate):

Yes No

If yes, please give details:

Q5. Is there anything else you think we should consider about the recommended preferred route corridor or the possible route options?

If you would like a hard copy of this form or require a special format please email us at A83@jacobs.com or contact us on: 07999 948 736. Further information on the Access to Argyll and Bute (A83) project: transport.gov.scot/projects/a83-access-to-argyll-and-bute/

We are sorry that we cannot receive written correspondence at the moment as Transport Scotland's office is currently closed to comply with Covid-19 guidelines.

All submissions will be shared with our consultants working on this project 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, your personal data will be deleted on completion of this project. If you have any enquiry about how we are processing your personal data, please contact us at A83@jacobs.com, or alternatively please refer to our website [privacy policy](#).

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.

Appendix F. Email to Community Councils Access to Argyll and Bute (A83) – Project Overview: Email from A83 Project Email Inbox

Recipients: Email to 23 community councils which are South of the A83 within Argyll & Bute.

Issue date: 14 May 2021 – Email was sent towards the end of the consultation period. *The recommended preferred route corridor had been announced, and other consultation documentation had been published on the web.*

Title: Invitation: Access to Argyll and Bute (A83) Project Overview

Email:- email to 23 community council secretaries collected from initial consultation and desk research.

As you may be aware, the Access to Argyll and Bute (A83) project is looking at developing a resilient and sustainable route to Argyll and Bute, and a long-term solution to the challenges at the Rest and Be Thankful, which has been the site of a number of landslides, particularly over the last year. The Scottish Government announced the Glen Croe corridor as the Preferred Route Corridor for a long term resilient solution to the Rest and Be Thankful. Five possible route options within the Glen Croe corridor were also announced along with plans to investigate a medium term solution for a more resilient diversion route. [More information can be found on the Transport Scotland website.](#)

In parallel to the ongoing assessment work we are inviting your initial views on the recommended preferred corridor and the possible route options within the corridor. We would like to extend an offer to the office-bearers of your Council to attend a project overview meeting to hear more about the project and provide the opportunity to ask questions.

We are organising three virtual briefings which will take place on Microsoft Teams and are scheduled to last for one hour. Lochgoil Community Council received a very similar presentation at a recent Council meeting, but you are more than welcome to attend one of the following sessions to hear it again and ask any further questions:

- Session 1 – Friday 21 May – 10:30am
- Session 2 - Tuesday 25 May – 7pm
- Session 3 - Thursday 27 May – 10:30am

If you would like to attend one of these meetings, please let us know by replying to this email indicating which session you plan to attend as well as providing the names, email addresses and roles of any of your colleagues who also wish to attend. This will allow us to send the links to access the briefing directly. Please note that due to the number of community councils these sessions are intended for council office-bearers only.

We would also encourage the Council and its members to share feedback with us directly via the consultation feedback form. Feedback can be submitted using one of the following methods:

- [Online interactive feedback form](#)
- [PDF feedback form](#)
- [MS Word feedback form](#)
- Email direct to the project team at A83@jacobs.com

Please be advised that the feedback can be submitted **on or before Friday 28 May 2021**.

If you have any queries, please email us at the above address in the first instance. Alternatively, you can call us on 07999 948 736 Monday to Friday between 9am – 5pm.

Please note that, unfortunately, we cannot currently receive feedback forms that are posted back to us as our offices are closed to comply with Covid-19 guidelines.

If you would like more information on any of the information in this email then please do reach out and get in touch.

Yours sincerely

The A83 Project Team

Appendix G. Coding Framework

A83 Code Frame – March to May '21 Consultation

The five coloured route options have each been assigned letters to be used alongside the numbered codes. These are outlined below:

Coloured Route Option	Assigned Letter
Brown Route	A
Yellow Route	B
Green Route	C
Purple Route	D
Pink Route	E

Grouping Name	Grouping Description	Codes
1. Sentiment – Route Corridor Specific	This grouping relates to comments made regarding sentiment (support, oppose, indifference) towards the particular route options.	101. Support the preferred corridor decision and have highlighted a preferred coloured route (identified by letters A-E). 102. Support the preferred corridor decision but have not highlighted a preferred coloured route. 103. Against the preferred corridor decision and have suggested an alternative. 104. Against the preferred corridor decision but did not suggest an alternative. 105. Option(s) practical / feasible 106. Option(s) not practical / feasible 107. Combination / multi-option suggested 199. Other

<p>2. General considerations</p>	<p>These codes relate to broad comments about what the scheme should do or provide.</p>	<p>201. Chosen coloured option should have minimal impact on environment 202. Chosen coloured option should have minimal visual impact 203. Chosen coloured option should cause limited disruption during construction 204. Chosen coloured option should include reforestation of hillsides 205. Chosen coloured option should minimise destruction of natural habitat / wildlife concerns 206. Chosen coloured option should be a long-term/permanent fix 207. Chosen coloured option should include upgrading the RaBT viewpoint / car park 208. Limit the amount of trees cut down for the route 209. As much recycling of materials as possible during construction 210. Chosen route should be the quickest to construct 299. Other</p>
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<p>3. Benefits – individual coloured routes</p>	<p>The codes in this group relate to specific positive comments made about the (potential) benefits of the coloured route options</p>	<p>301. Route will have the least impact on the environment 302. Route is the most practical / feasible 303. Route has potential to be completed in quickest timeframe 304. Route will be least affected by landslips 305. Route will cause least disruption during construction 306. Option with tunnel is the best for reducing visual impact 307. Route is the most economic option 308. Option is the quickest and most practical – positive 309. Option is the most cost effective – positive 399. Other positive comments</p>
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<p>4. Concerns</p>	<p>This category relates to specific concerns or critiques raised about the options or scheme</p>	<p>401. Won't fix the problems long-term 402. Lacks thought / ambition 403. Preferred route corridor is the cheap option 404. Route will negatively impact cyclists / walkers 405. Route will hamper views 406. Route will hamper tourism 407. Concerns about time taken to come to a decision 408. Reliability of the road in winter. 409. Option is a quick-fix – negative 410. Option is the cheapest and is not suitable – negative 411. Concern about time for construction 412. Option(s) are not sustainable long-term 413. Concern about impact on environment 414. Concern about safety 415. Concerns about cost 416. Concerns about landslides 417. Concerns about construction visually impacting beauty of area 499. Other concerns</p>
<p>5. Suggested amendments</p>	<p>Many responses suggested alternative/further solutions that they felt should be considered. This grouping also includes more generic comments / beliefs about these suggestions</p>	<p>501. Tunnel option rather than mitigation measures 502. Viaduct / Bridges / Wildlife Bridges 503. Other routes have better impact on connection to Argyll</p>

<p>6. Miscellaneous</p>	<p>Miscellaneous comments that don't fit into other categories</p>	<p>601. Respondent is affected by coloured option(s) and states which one(s) 602. Respondent is affected by all of coloured options 603. Respondent is affected by coloured option(s) but doesn't state which one 604. Respondent is not affected by coloured route options. 605. Respondent has no other route to suggest 606. No environmental, cultural or heritage features of interest. 607. Respondent doesn't have anything else they'd like to be considered 699. Other miscellaneous comments.</p>
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Appendix H. Total Responses Collected per Code

Code	Total
101 (all)	68
101 (no route specified)	0
101A	8
101B	3
101C	46
101D	4
101E	13
102 (all)	83
102 (no route specified)	83
102A	0
102B	0
102C	0
102D	0
102E	0
103 (all)	13
103 (no route specified)	13
103A	0
103B	0
103C	0
103D	0
103E	0
104 (all)	14
104 (no route specified)	14
104A	0
104B	0
104C	0
104D	0
104E	0
105 (all)	7
105 (no route specified)	7
105A	0
105B	0
105C	0
105D	0
105E	0
106 (all)	1
106 (no route specified)	1
106A	0
106B	0
106C	0
106D	0

106E	0
107 (all)	2
107 (no route specified)	2
107A	0
107B	0
107C	0
107D	0
107E	0
199 (all)	4
201 (all)	7
201 (no route specified)	7
201A	0
201B	0
201C	0
201D	0
201E	0
202 (all)	11
202 (no route specified)	11
202A	0
202B	0
202C	0
202D	0
202E	0
203 (all)	5
203 (no route specified)	5
203A	0
203B	0
203C	0
203D	0
203E	0
204 (all)	7
204 (no route specified)	7
204A	0
204B	0
204C	0
204D	0
204E	0
205 (all)	2
205 (no route specified)	2
205A	0
205B	0
205C	0

205D	0
205E	0
206 (all)	10
206 (no route specified)	10
206A	0
206B	0
206C	0
206D	0
206E	0
207 (all)	4
207 (no route specified)	4
207A	0
207B	0
207C	0
207D	0
207E	0
208 (all)	1
208 (no route specified)	1
208A	0
208B	0
208C	0
208D	0
208E	0
209 (all)	1
209 (no route specified)	1
209A	0
209B	0
209C	0
209D	0
209E	0
210 (all)	8
210 (no route specified)	8
210A	0
210B	0
210C	0
210D	0
210E	0
299 (all)	2
301 (all)	14
301 (no route specified)	10
301A	0
301B	0
301C	4

301D	0
301E	0
302 (all)	11
302 (no route specified)	10
301A	0
301B	0
301C	1
301D	0
301E	0
303 (all)	7
303 (no route specified)	7
303A	0
303B	0
303C	0
303D	0
303E	0
304 (all)	7
304 (no route specified)	2
304A	0
304B	2
304C	2
304D	1
304E	1
305 (all)	3
305 (no route specified)	2
305A	0
305B	0
305C	3
305D	0
305E	0
306 (all)	2
306 (no route specified)	2
306A	0
306B	0
306C	0
306D	0
306E	0
307 (all)	3
307 (no route specified)	3
307A	0
307B	0
307C	0
307D	0

307E	0
308 (all)	13
308 (no route specified)	9
308A	0
308B	0
308C	4
308D	0
308E	0
309 (all)	21
309 (no route specified)	16
309A	0
309B	0
309C	5
309D	0
309E	0
399 (all)	8
401 (all)	6
401 (no route specified)	4
401A	2
401B	0
401C	0
401D	0
401E	0
402 (all)	1
402 (no route specified)	1
402A	0
402B	0
402C	0
402D	0
402E	0
403 (all)	3
403 (no route specified)	3
403A	0
403B	0
403C	0
403D	0
403E	0
404 (all)	1
404 (no route specified)	1
404A	0
404B	0
404C	0
404D	0

404E	0
405 (all)	0
405 (no route specified)	0
405A	0
405B	0
405C	0
405D	0
405E	0
406 (all)	0
406 (no route specified)	0
406A	0
406B	0
406C	0
406D	0
406E	0
407 (all)	4
407 (no route specified)	4
407A	0
407B	0
407C	0
407D	0
407E	0
408 (all)	2
408 (no route specified)	2
408A	0
408B	0
408C	0
408D	0
408E	0
409 (all)	1
409 (no route specified)	1
409A	0
409B	0
409C	0
409D	0
409E	0
410 (all)	1
410 (no route specified)	1
410A	0
410B	0
410C	0
410D	0
410E	0

411 (all)	6
411 (no route specified)	4
411A	0
411B	0
411C	0
411D	2
411E	2
412 (all)	3
412 (no route specified)	3
412A	0
412B	0
412C	0
412D	0
412E	0
413 (all)	6
413 (no route specified)	4
413A	0
413B	0
413C	0
413D	2
413E	2
414 (all)	6
414 (no route specified)	4
414A	2
414B	0
414C	0
414D	0
414E	0
415 (all)	5
415 (no route specified)	2
415A	0
415B	0
415C	2
415D	1
415E	1
416 (all)	3
416 (no route specified)	2
416A	0
416B	0
416C	1
416D	0
416E	0
417 (all)	5

417 (no route specified)	5
417A	0
417B	0
417C	0
417D	0
417E	0
418 (all)	0
418 (no route specified)	0
418A	0
418B	0
418C	0
418D	0
418E	0
419 (all)	0
419 (no route specified)	0
419A	0
419B	0
419C	0
419D	0
419E	0
499 (all)	8
501 (all)	22
501 (no route specified)	22
501A	0
501B	0
501C	0
501D	0
501E	0
502 (all)	10
502 (no route specified)	10
502A	0
502B	0
502C	0
502D	0
502E	0
503 (all)	4
503 (no route specified)	4
503A	0
503B	0
503C	0
503D	0
503E	0
601 (all)	4

601 (no route specified)	0
601A	0
601B	0
601C	2
601D	1
601E	2
602 (all)	8

603 (all)	10
604 (all)	83
605 (all)	67
606 (all)	81
607 (all)	36
699 (all)	28