

**Minutes of the 24<sup>th</sup> A83 Taskforce meeting**  
**4 October 2023, 11:00am – 12:30pm**  
**Baptist Church Hall, Union Street, Lochgilphead, PA31 8LP & MS Teams**  
**(Hybrid)**

**Attendees**

Fiona Hyslop MSP (FH) - Minister for Transport  
Eleanor Munro (EM) – Deputy Private Secretary to the Minister for Transport  
Gavin Dyet (GD) - Transport Scotland  
Gordon Ramsay (GR) - Transport Scotland  
Konstantina Bimpou (KB) - Transport Scotland  
Duncan Hamilton (DH) - Atkins WSP Joint Venture (online)  
Iain Adams (IA) - Atkins WSP Joint Venture  
Rory Gunn (RG) - Atkins WSP Joint Venture  
Caroline Trainer (CT) - Atkins WSP Joint Venture  
Eddie Ross (ER) – BEAR Scotland  
Cllr Robin Currie (RC) - Argyll & Bute Council  
Fergus Murray (FM) - Argyll & Bute Council  
Kirsty Flannagan (KF) - Argyll & Bute Council  
Cllr Maurice Corry (MC) - Argyll & Bute Council  
Jim Smith (JS) - Argyll & Bute Council  
John Gurr (JG) – A83 Rest and Be Thankful Campaign Group  
Gordon Ross (GRoss) - Western Ferries  
Martin Bell (MB) - Road Haulage Association  
Morag Goodfellow (MG) - Highlands and Islands Enterprise  
Nicholas Sobey - Highlands and Island Enterprise (online)  
Jackie Baillie MSP (JB) – Scottish Parliament (online)  
Kirsty Watson - Representing Brendan O’Hara MP (online)  
Lorraine Weir - Press and comms officer to Jackie Baillie MSP (online)  
Gemma Corbett - Parliamentary Assistant to Rhoda Grant MSP (online)  
Ranald Robertson - HITRANS (online)  
Keir Low - Constituency Assistant for Jenni Minto MSP (online)

**Apologies**

Ariane Burgess MSP – Scottish Parliament  
Edward Mountain MSP – Scottish Parliament  
Douglas Ross MSP – Scottish Parliament  
Donald Cameron MSP – Scottish Parliament  
John Hair – Forestry Land Scotland  
Pippa Milne - Argyll & Bute Council  
Lawrence Shackman – Transport Scotland

Jim Lynch - Argyll & Bute Council  
Jillian Brown - Argyll & Bute Council  
Jane MacLeod – Mid Argyll Chamber of Commerce  
Martin Reid– Road Haulage Association  
Ewan Colville - Argyll and the Isles Tourism Cooperative  
Calum Ross - Highland and Island Enterprise  
Iain Jurgensen - Argyll and the Isles Tourism Co-operative/ Portavadie  
Robert Kidd - Argyll and the Isles Tourism Cooperative  
Cathy Craig – Wild about Argyll  
Gavin Dick – Inveraray Jail  
Neil MacRae - HITRANS  
Cllr Dougie Philand – Argyll & Bute Council  
Gordon Watson - Loch Lomond and Trossachs National Park  
Kevin MacIntosh – Argyll & Bute Council

### **Agenda**

1. Welcome, Introduction and apologies
2. Actions from previous meeting
3. BEAR Scotland Update
4. Medium and Long Term Solution update
5. General Discussion / AOB
6. Summary and date of next meeting

### **1. Welcome extended to all attendees from the Minister for Transport Fiona Hyslop MSP**

The Minister for Transport, Fiona Hyslop MSP (FH), welcomed everyone to the meeting and those attending virtually.

FH informed the meeting that she was pleased to attend the 24th meeting of the A83 Taskforce and thanked everyone for their perseverance over the years. FH then referred to the MTS, the Ground Investigation in July 2023 and informed that design work is ongoing and works on the Old Military Road (OMR) will begin by end of this year.

FH asked for everyone present at the meeting to introduce themselves.

Introductions were provided by all.

FH stated that there has been positive engagement through the A83 Taskforce work and that she is keen to build on this and move things forward. FH noted the short notice provided to Taskforce members but gave assurance suitable notice would be provided for future meetings. FH confirmed that it is clear that a solution is needed and that there is a degree of uncertainty by the public which we need to address in

order to deliver the Medium Term Solution (MTS) and Long Term Solution (LTS). FH informed the group that the First Minister was in Argyll and Bute at the beginning of the week and provided a firm commitment to the project and hoped that this will give members comfort and reassurance.

FH informed the group that during the meeting they will hear about the progress made. FH highlighted the significant milestone on 2 June 2023 when the preferred route option was announced and that it is her and the Cabinet Secretary's intention to take this forward. FH confirmed that Transport Scotland is pushing forward with the design and assessment of the preferred option with a view to publishing draft Orders and Environmental Impact Assessment (EIA) Report by the end of 2024 for consultation.

FH stated that there would be an opportunity for members to ask questions after each of the presentations.

## **2. Actions from previous meeting**

FH discussed the actions from the previous Taskforce meeting:

- **Action 1 – Transport Scotland to confirm the purpose of the core samples taken from the East side of the valley, through the forestry track.**
  - GR confirmed that he had undertaken a check, however, the samples were not carried out by Transport Scotland and were not part of the A83 scheme. GR added that he contacted Forestry and Land Scotland and they also had no knowledge of the core samples having been taken.
- **Action 2 – BEAR Scotland to improve communication in area. Transport Scotland will monitor and liaise where appropriate.**
  - GR informed the group that following feedback from the previous Taskforce meeting regarding communication for traffic management decision-making, Transport Scotland and its Operating Company BEAR Scotland issued a stakeholder and media update which gave a more in-depth explanation of the processes involved. This update included a link to a newly launched Frequently Asked Questions (FAQs) section on the BEAR Scotland website which has hopefully been helpful. They have also tweeted infographics linking to the FAQs and included the website link in stakeholder updates issued since.
- **Action 3 – Transport Scotland to confirm plans for the Rest and Be Thankful car park.**
  - GR added that there will be no change to use of the car park for the MTS. For the LTS, the car park is being considered as part of the ongoing design and development and noted that consideration of community benefits is also part of that process.

### 3. BEAR Scotland update from Eddie Ross

FH invited Eddie Ross from Transport Scotland's operating company BEAR Scotland to provide an update on the work undertaken since the last Taskforce meeting.

ER talked through a presentation on the work BEAR Scotland are doing which covered the hillside monitoring regime, completed works in relation to the debris pit, watercourse realignment, carriageway resurfacing and tree planting by Forestry and Land Scotland. A copy of this presentation can be found in **Annex 1**.

FH invited questions from Taskforce members.

- RC noted there is anxiety for travellers at the Rest and Be Thankful and asked what would need to happen for the decision to be taken to divert traffic onto the OMR, i.e. what triggers the diversion of traffic onto the OMR and single track?

ER responded to say that there is a landslide management regime monitoring the hillside daily which considers rainfall, saturation and other factors. The landslide management plan and how decisions are taken is available on the BEAR Scotland website. ER noted there are six alert levels in total which led to various decisions with the focus being on safety.

FH asked if they were in an alert level at the moment?

ER confirmed that although the alert was between levels two and three, the current forecasting might require a level four which would consider diverting traffic onto the OMR. BEAR would wait to see if this is required. He added that this process has been going on for two years and is based on a system with back dated weather information and landslide records.

- JC asked if they would wait until the debris went into the pit before considering using the OMR?

ER confirmed that that would likely be too late. A lot more intelligence is available, and it is used to ensure the safety of road users.

- FM commented that it was good to recognise the investment in the road. However, there are pinch points at Inveraray and erosion at Furnace and that it would be good to see a plan as to how the lifeline route could be upgraded. He added that climate change has an increasing impact on journey times because of weather and rural vegetation. FM noted that vegetation has grown which limits visibility and along with weather changes can lead to a lack of overtaking opportunities. Further investment would be welcomed.

ER noted that the annual road maintenance budget from Transport Scotland is split amongst various types of work including road resurfacing, drainage and landscaping and a programme was agreed and undertaken. There is an increased focus on climate change-related improvements and road safety.

- JG said that work had been delayed at Glen Kinglas and asked if it will commence soon?

ER confirmed that TS had asked BEAR Scotland to look at the aesthetic improvements there but noted no more substantial work will be undertaken at present.

FH stated that in relation to climate change operationally, the Transport Scotland Roads directorate has an interest across Scotland and considers what needs to be addressed.

#### **4. Medium and Long Term Solution update**

FH informed the group that the meeting would now cover the design and assessment work being progressed on the permanent solution and the next steps for the medium term solution. FH passed over to GR who provided this update and then opened the floor to questions.

GR acknowledged the progress to date, noting preferred route announced on 2 June 2023 with public exhibitions held thereafter. GR informed the group that the public exhibitions held in June went well with over 200 people attending the in-person events and over 3,600 views of the virtual exhibition room. GR then passed to technical advisors Atkins WSP Joint Venture to present the work to date.

IA presented an update on the permanent solution, an overview of the preferred route summary, plan drawings, the scheme assessment process and what happens next. A copy of the slides can be found in **Annex 2**.

FH stated that as work progresses there will be further updates and thanked IA for the update. FH highlighted that it was important that the MTS and LTS worked in parallel and that it was reassuring in relation to the timescales, and that consultation with stakeholders and the public, and statutory consents will be a factor as we move forward.

FH invited questions from the Taskforce members.

- RC asked what the timeline for the temporary medium term solution would be?

IA confirmed that it is intended that phase one will commence before the end of 2023 and phases two and three would be dependent on the consenting linked to seasonal environmental surveys. He added that they would be working to complete these as quickly as possible.

GR informed the group that they are working as quickly as they can with phase one works expected to commence later this year and phase two and three likely to start next year, dependant on consents, with potentially six to 12 months of construction.

- RC asked what is the timeline for long term solution once the medium term solution is in place?

GR noted that with draft Orders expected to be published by the end of next year, and with a fair wind and no objections, the contract could be awarded end 2026/early 2027 based on indicative timescales.

- RC asked if SG money is being spent on temporary solution why is there a need for the permanent solution?

FH responded to say that people and businesses would want the optimal solution.

IA confirmed that the medium term solution is a proportionate response until the long-term solution is in place to resolve the issue. He added that the medium term solution will still require one-way traffic.

FH added that the steepest gradient on the OMR will be one-way.

- JS said that it was encouraging to have the project progress through the Design Manual for Roads and Bridges (DMRB) assessment process. He added that he would be keen to see the A82 Tarbet to Inverarnan preferred route taken forward. JS asked if there will be a return to service plan in place for the A82/A83/OMR and also what provision is in place for active travel, noting there is good opportunity to improve active travel in this area?

GR informed the group that work on the A82 is progressing through the DMRB assessment process but noted the importance of ensuring that the construction of the A82 and A83 schemes do not occur at the same time. GR confirmed that the ongoing development work will look at what happens if the OMR is out of commission as they need to minimise disruption through construction, however, noted the likely diversion is as per the current diversion via the A82/A85. He also added that active travel is a big part of the project considerations and is being considered as part of the ongoing design and development work.

RG added that the WHCAR (walking, horse riding, cycling assessment report) assessment was completed which identifies a number of potential opportunities. This

has been supplemented with recent camera user surveys in the past week to give a better understanding of who is using the various existing routes.

FH asked if there were any questions from those online?

- JB thanked officials for facilitating a hybrid option for the meeting, informed the group that she was thankful of the discussion and asked regarding the medium term solution phase one, two and three being completed in six to 12 months, and is there capital set aside for this?
- JB also asked regarding the timeline, if the worst case is five years, is that from now or procurement and how long will the build take?

GR confirmed that the medium term solution phase one is targeted to commence later this year with construction taking approximately eight weeks. He added that it is anticipated that phases two and three could commence sometime next year, with construction estimated between six and twelve months.

GR added that taking a worst case approach from the indicative timeline presented, five years would be from when the preferred route was announced in June this year, however, it was noted that consideration was being given to accelerate the programme as far as possible. Construction would be approximately three to four years depending on weather.

IA stated that the DMRB Stage 3 assessment will be complete by the end of next year. He added that the statutory process will need to consider any objections and if they need to be addressed, they could take up to one to two years. IA highlighted that the preferred route could take up to three to four for construction however highly dependent on weather conditions, with three years as best-case scenario.

FH informed the group that the First Minister was clear during his visit to Argyll and Bute at the beginning of the week that the funding is committed.

- JB noted First Minister said he would ensure the funding is committed. However, noting there could be a change in government before construction of the scheme, can something be done to ensure future governments commit to this.

FH confirmed that the project would move into procurement as quickly as possible and noted the importance of highlighting the need for this scheme to all parties. FH stated that was a helpful question from JB.

- JB asked what financial year the capital bid is being programmed in - in 2027?

FH responded to say that in terms of major projects capital spend will be over a number of years and is referenced within STPR2 and the Programme for Government, as well as First Minister's Policy Prospectus.

- FM asked in relation to the preferred route, will there be analysis of the comments submitted and how and when they will be responded to, is there a time limit? He added that there are businesses potentially looking to relocate out the area, they want to see this project happened as soon as possible, and what is the construction impact?
- FM also asked about convoy working on the OMR as the issue of convoy does put people off, can it be minimised?
- JG supported FM's comments and questions and noted businesses are going to fold if 10 months of the year traffic are diverted on to the OMR during construction. If that's the case other alternatives could provide two way traffic for the medium term solution.

GR responded to say that there is a Public Exhibition Summary Report being prepared which summarises feedback received and will be published in due course. Where feedback has asked specific questions, individual responses will hopefully be issued in the coming weeks. He added that the majority of feedback was positive, with much of the theme being "just get on with it". He stated that they want to minimise the disruption during construction as much as possible. GR noted that the contractor will also aim to do this; however, it is difficult to say at this time how long traffic will be diverted on the OMR. It is being considered now and will also be considered at the procurement stage, as well as including incentives for the contractor to minimise disruption.

IA informed the group that they are looking at ways to reduce the overall programme to refine the works.

GR confirmed that when there is no risk, technology can be considered to help one-way operation on the OMR instead of the convoy, for example bus gate type alternatives or monitored traffic lights.

- FM highlighted that communication is critical as BBC Radio were broadcasting announcements on the A83 saying it was closed when in fact the OMR was in operation. FM also highlighted the need to engage with SEPA and Nature Scot.

GR confirmed that they have been speaking with consultees such as SEPA and NatureScot regularly throughout the project.



FH asked the group what their next steps are, she added that in relation to communications they would be best placed to inform how it's done, building confidence with businesses.

FH asked what is the change in position on two-way?

GRoss highlighted that communication has been a common theme during these Taskforce meetings. He noted that Western Ferries do provide an alternative to the road but noted the OMR will be better once improved. He highlighted Western Ferries are there as an alternative to help divert people away from the OMR. He did note concerns with additional costs for using the ferries and could hauliers be compensated for using the ferry. Is this something that could be considered for when construction of the long term solution commences, a form of compensating scheme for hauliers to use the ferries?

FH stated we need to work with the freight industry and inform them of what's happening and asked the group how we make this the best it can be, what are the planned contingencies and communications with Western Ferries regarding alternatives. FH added that during particular periods there was a need to work with freight services and to know who the key stakeholders are, informing them and planning ahead to support effective delivery.

- MB highlighted to the group that small to medium businesses put out weekly bulletins. He added that it would be helpful to get more information on the timescales as some might have to close or move to accommodate the works; well-established businesses are frustrated. Communication is key and the more advance warning they can receive, the better.

**Action – How will we plan for better communication on informing businesses of upcoming works etc. what alternative routes are available, who the key stakeholders are and how we mobilise this information? Work to be undertaken on this before the next Taskforce meeting, with the view of developing a communications plan. Transport Scotland Communications team to lead on this with input from the Taskforce.**

- RC highlighted that social media is flooded with misinformation, noting the A83 Facebook page and asked if there's anything we can do to stop it, can Transport Scotland intervene in anyway?

ER informed members that they have a stakeholder list of some 200 people and send updates on the works with the information also going to Traffic Scotland.

FH asked the group how they think they can be proactive and get the messages across to help correct misinformation from the A83 Facebook.

- FM stated that the level of information needs to be more detailed, it should state the delay and how long the delay will be, what is happening, it would ideally mention the convoy working and most of all get the message across that it is safe for road users.

FH confirmed that communication is key and that we need to work together on this. FH suggested that TS comms would consider this and also a communication plan. She added that we want to become the main source of truth.

**Action – Transport Scotland to look into ways to counter misinformation on (social) media.**

- MC suggested informing people much earlier in their journey, for example including signage on the M74 informing travellers of the situation on the A83.

FH noted that for a major project such as this we need an engagement plan.

- GRoss noted that BEAR Scotland has done a good job regarding communications on the A83, adding they have got better and better over the years and were proactive in terms of ferries. He added that communications are good but it could be better but highlighted it's difficult to get the right people to look at the right information.

FH brought the meeting to a close and informed the group that the minutes will be circulated.

**Action – Transport Scotland to prepare and circulate the minutes to attendees.**

FH added that the next meeting will be held in January and a date will be confirmed in advance. FH asked the group if they would prefer the next meeting to be in person or virtual, it was agreed it should be an in person meeting with the option to join virtually if possible.

FH thanked everyone for attending and wished them a safe journey home.

## Annex 1 – BEAR Scotland Presentation

### Slide 1 – Introduction



**A83 TASKFORCE**



**Meeting No. 24**

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**Location: The Baptist Church Hall,  
Lochgilphead  
4 October 2023  
Eddie Ross  
Scheme Manager  
BEAR NW**

A83 Taskforce  
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## Slide 2 – Presentation Summary

# A83 Taskforce

## Presentation Summary



- Ongoing hillside monitoring regime
- Update on completed RaBT works
- Forestry and Land Scotland works
- Wider A83 / A82 works programme



- Ongoing hillside monitoring and regime
- Update on completed RaBT works
- Forestry and Land Scotland works
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## Slide 3 – Hillside Monitoring Regime

# A83 Taskforce

## Hillside Monitoring Regime

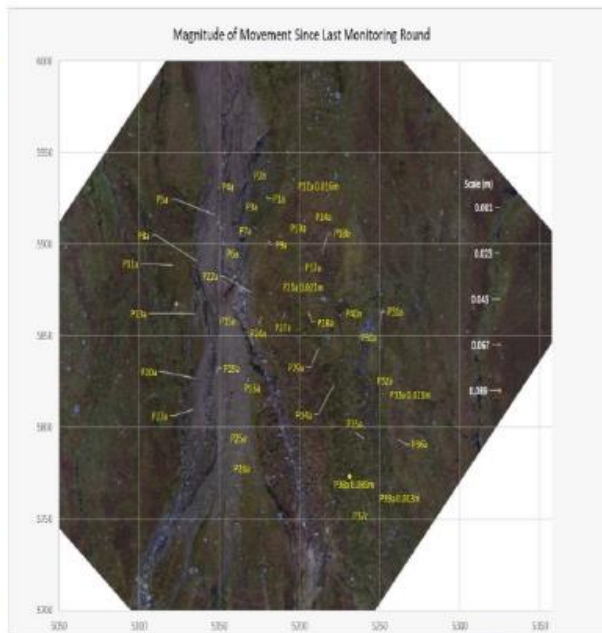
Daily management of the route is continuing behind the scenes, to ensure it is safe for road users. This includes:-

### Daily

- Remote weather station monitoring
- Expert weather forecasting
- Ground saturation estimates
- Remote timelapse photography
- Daily decision-making on use of A83 or OMR

### 2 Weekly

- Site team observations on hillside condition and watercourse flows
- Hillside movement surveys and observations.



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**Slide 4 – Completed works – June 2023 – Debris Pit**

# A83 Taskforce

Completed Works – June 2023 - Debris Pit

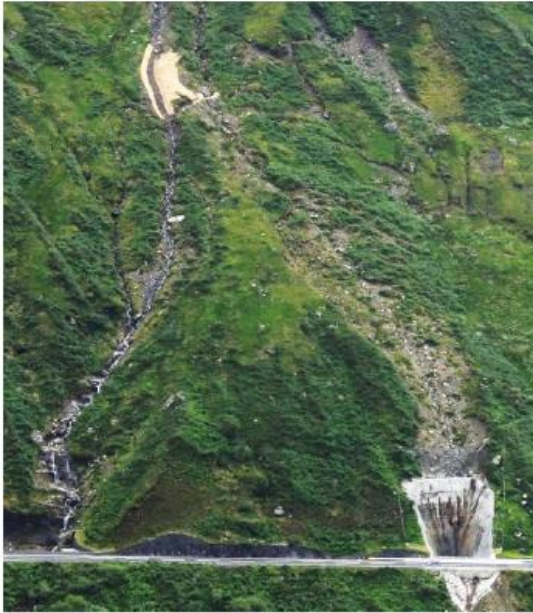




**Slide 5 – Completed works – Watercourse Realignment - June 2023**

# A83 Taskforce

Completed Works - Watercourse Realignment –  
June 2023



**Slide 6 – Completed works – 1.8km Carriageway Resurfacing - July 2023**

## **A83 Taskforce**

Completed Works – 1.8km Carriageway  
Resurfacing - July 2023





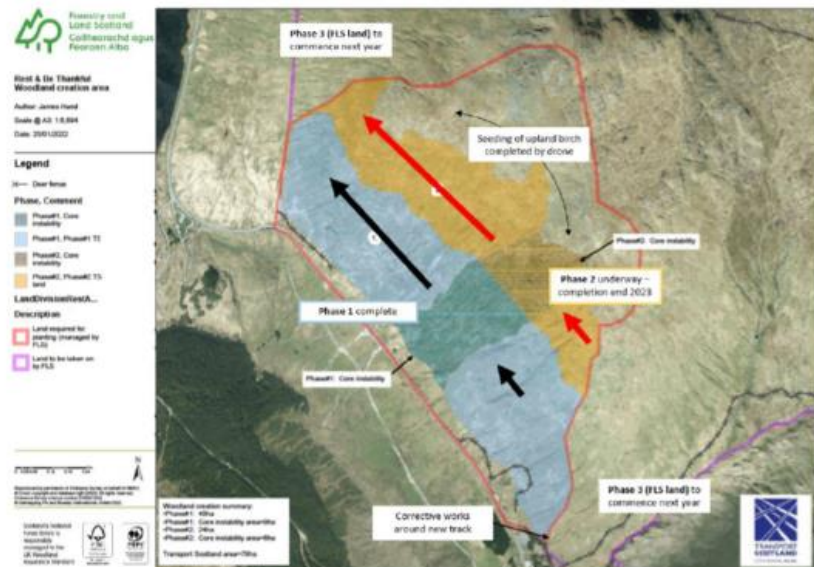
## Slide 7 – Current works – Tree planting – Forest and Land Scotland

# A83 Taskforce

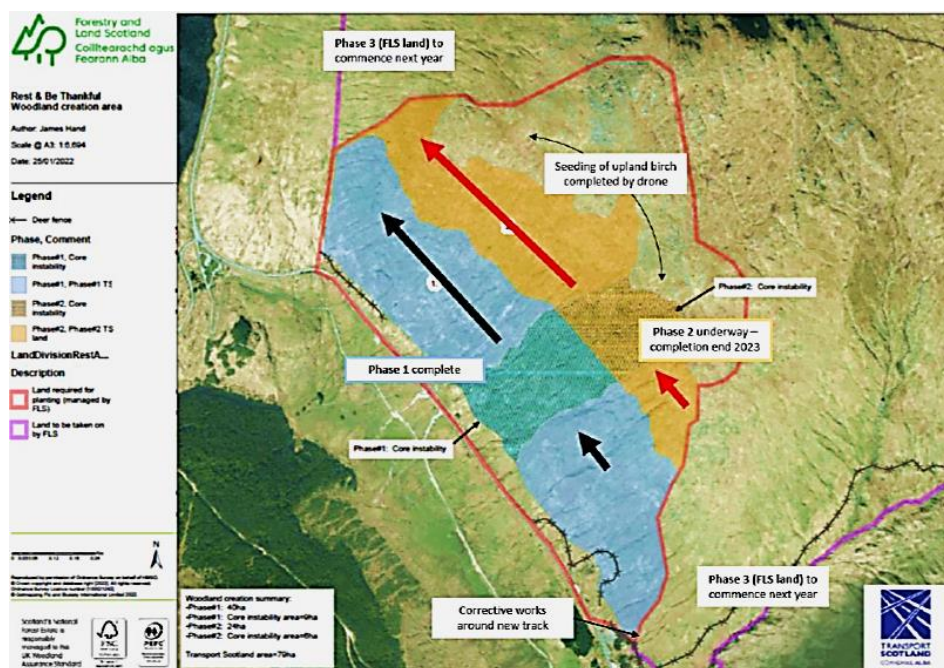
## Current Works – Tree Planting – Forestry and Land Scotland



- Phase 1 complete
- Phase 2 has commenced and should be complete by end of the year.
- Phase 3 to commence next year.



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## Slide 8 – Wider A83 / A82 (South) Programme

### A83 Taskforce

#### Wider A83 / A82 (South) Programme



Total A83 investment since January Taskforce ~ £4.11M

£2.48M of further A83 investment planned for remainder of 2023/24 FY including drainage improvements at RabTh.

Total A82 (Tyndrum to Balloch) investment since January Taskforce ~ £1.04M

£0.34M of further A82 investment planned for remainder of 2023/24 FY



*A83 Minard Active Travel Scheme  
– New Footpath*

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Image presented showing the A83 Minard Active Travel Scheme - New Footpath

**Slide 9 – Closing slide**

**A83 Taskforce**

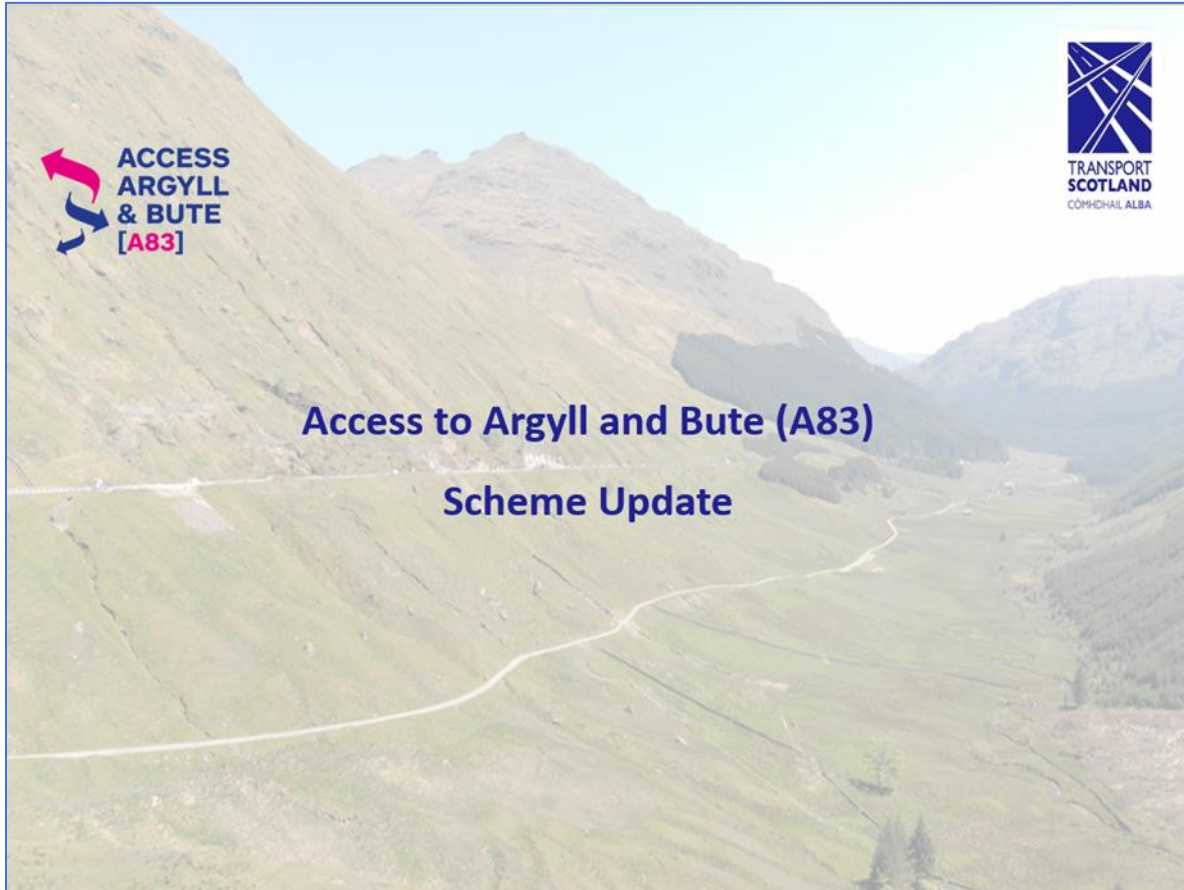


**Thank you**

-----**End Of Presentation**-----

## Annex 2 – Transport Scotland / AWJV Presentation

### Slide 1 – Introduction



Access to Argyll and Bute (A83)

Scheme Update



**Slide 2 – Permanent Solution**



## Slide 3 – Permanent Solution Update



**Permanent Solution Update**




- ✓ Preferred Route Announced 02/06/23
- ✓ Virtual Exhibitions 02/06/23 to 28/07/23:> 3600 views
- ✓ In person Exhibitions 12th to 15th June - Arrochar and Lochgilphead:> 220 attendees
- ✓ Exhibition materials made available in Campbeltown Library
- ✓ A83 Story map continues to be updated.

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## Slide 4 – Preferred Route Summary




**TRANSPORT  
SCOTLAND**  
COMHAIL ALBA

# Preferred Route Summary

**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.**

<p><b>Key features</b></p> <ul style="list-style-type: none"> <li>• 2.4km of single carriageway improvements generally located on the existing A83</li> <li>• 1,370m of debris flow shelter and catch pit</li> <li>• 180m of protection wall and catch pit</li> <li>• Improved junction with the B828 Glen Mhor local road</li> </ul>	<ul style="list-style-type: none"> <li>• 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</li> </ul>
<p><b>Key benefits</b></p> <ul style="list-style-type: none"> <li>• 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</li> <li>• The greatest potential to be delivered quickly</li> </ul>	<ul style="list-style-type: none"> <li>• Most favourable performance across a broad range of environmental criteria, including; cultural heritage, visual, population and human health, climate and materials and waste</li> <li>• The greatest opportunity to encourage sustainable travel</li> </ul>

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

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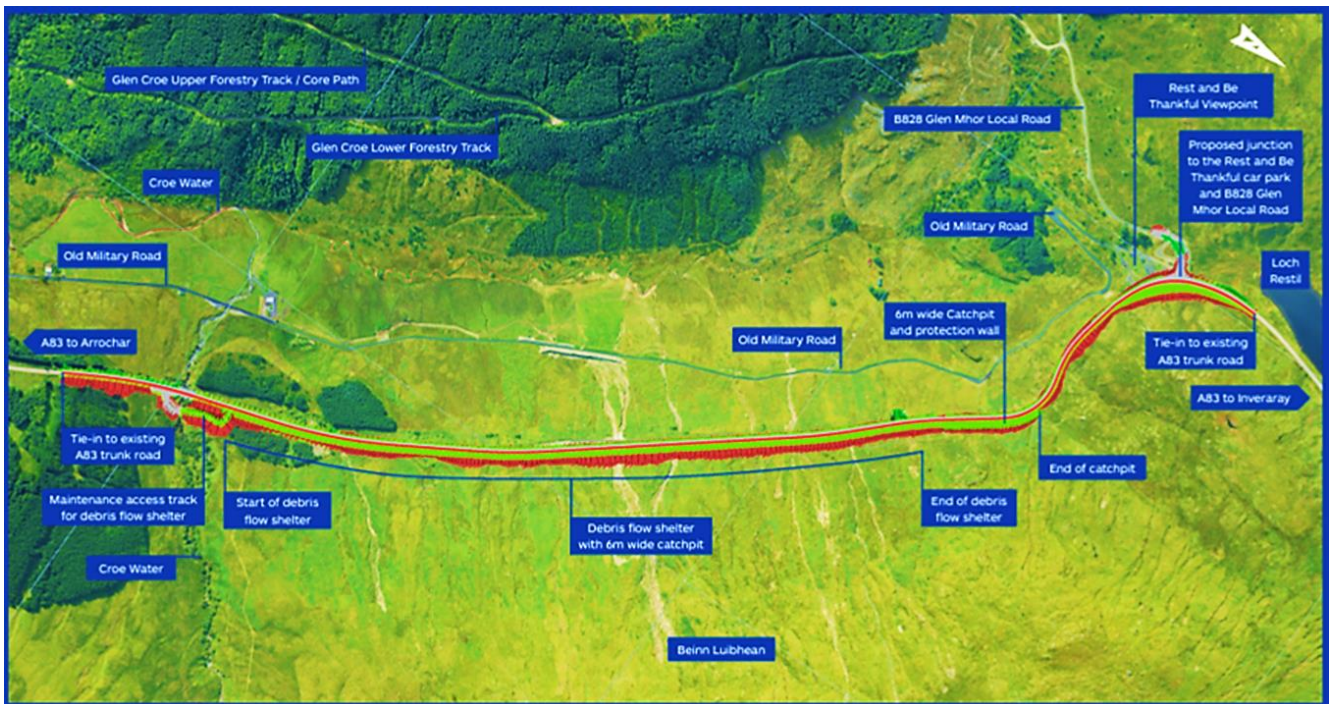
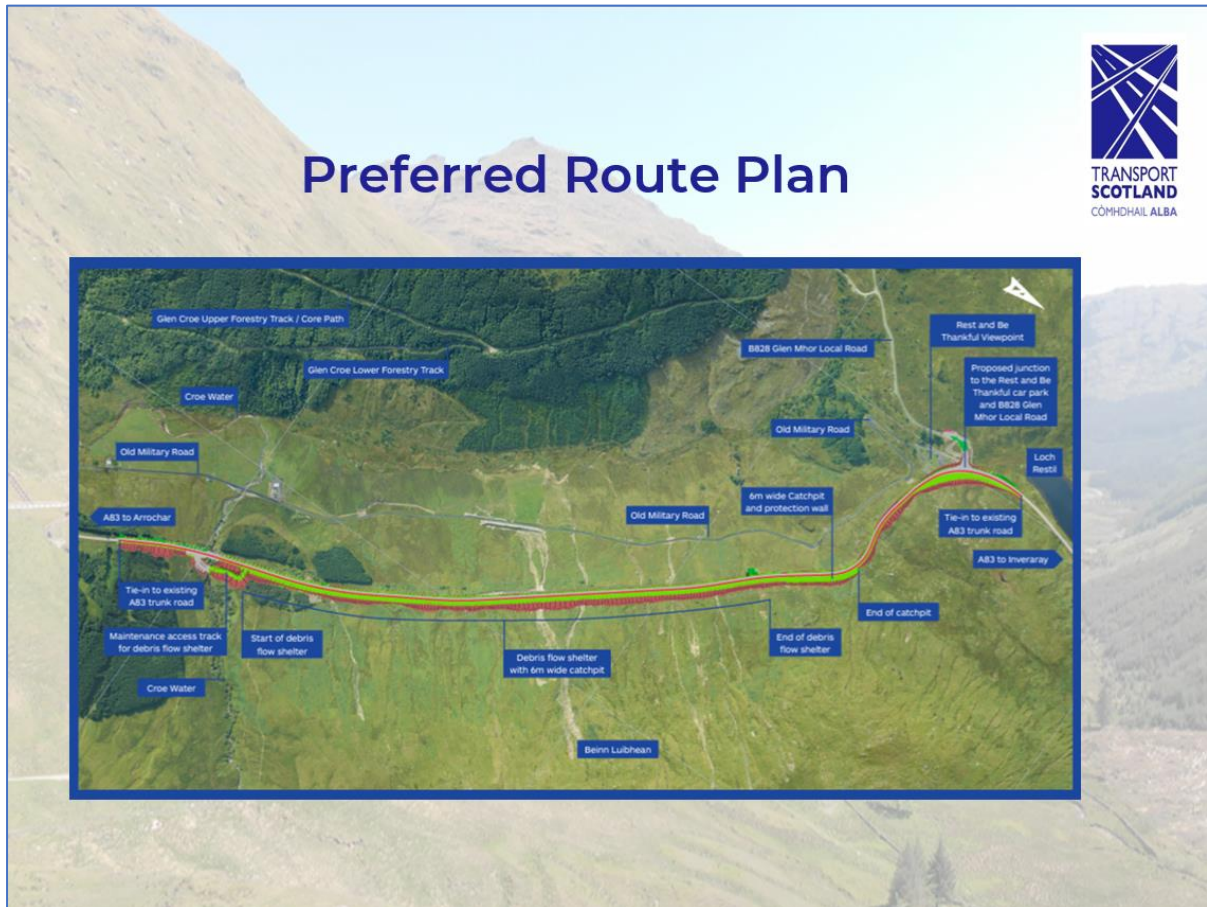
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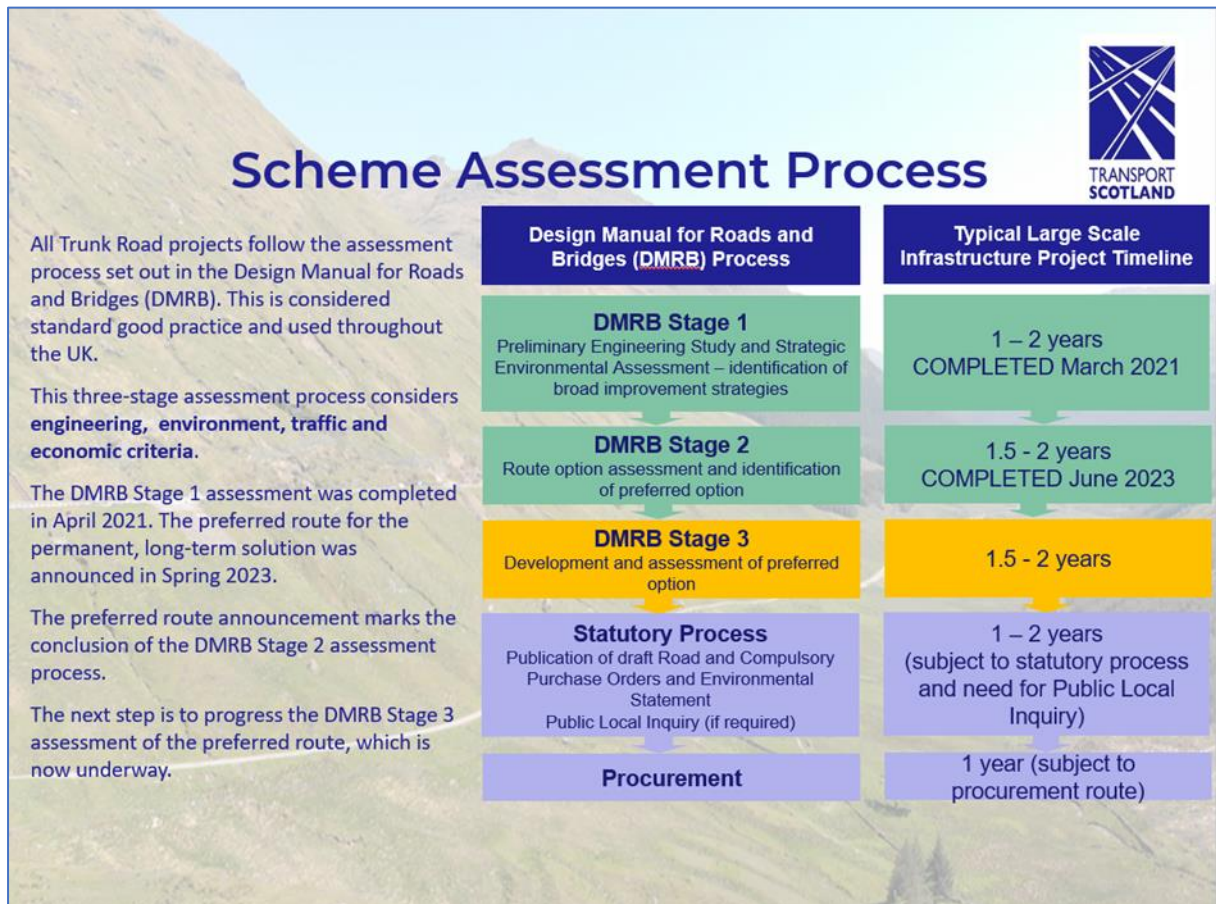


## Slide 5 – Preferred Route Plan



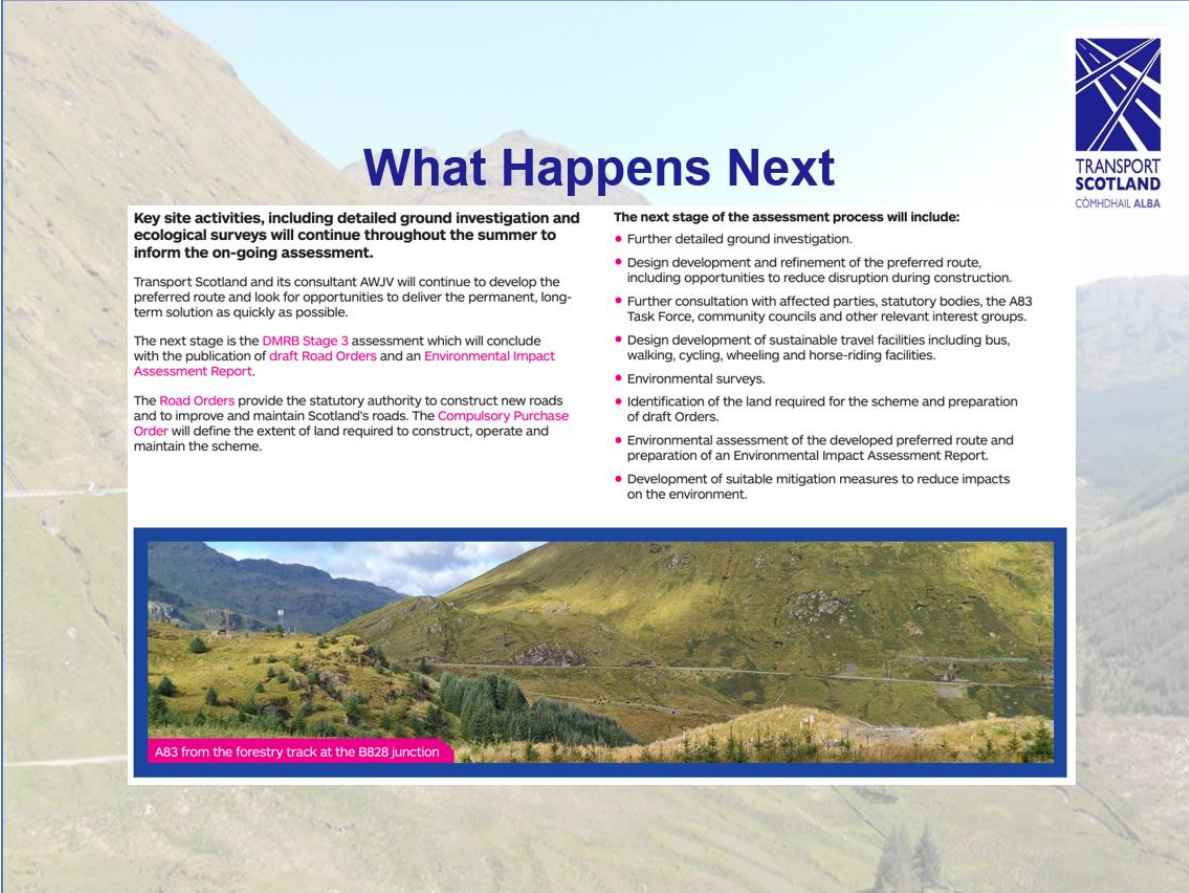


## Slide 6 – Scheme Assessment Process




- All Trunk Road projects follow 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.
- The DMRB Stage 1 assessment was completed in April 2021. The preferred route for the permanent, long-term solution was announced in Spring 2023.
- 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.

## Slide 7 - What Happens Next



# 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.



A83 from the forestry track at the B828 junction

### Constructability Review of Options

- Temporary works footprint and associated impacts
- Safety of road users and construction workforce
- Plant, materials, equipment, methods, sequencing and programme of operations
- Interface and operation of A83 and OMR during construction

**Slide 8 – Medium Term Solution**





## Slide 9 – MTS – Preferred Route



**ACCESS ARGYLL & BUTE [A83]**

**TRANSPORT SCOTLAND COMHICHAEL ALBA**

### MTS – Preferred Route


- On 23 December 2022 it was announced that the preferred option for a medium-term solution is improvements to the Old Military Road.
- The purpose of the MTS is to deliver a safer, proportionate and more resilient diversion to the A83 is closed until the permanent long-term solution in place.
- These interventions will be in place prior to the construction of the permanent solution to reduce the disruption to road users during the construction period.



A83 at Beinn Lubhean from Ben Donich slopes

- On 23 December 2022 it was announced that the preferred option for a medium-term solution is improvements to the Old Military Road.
- The purpose of the MTS is to deliver a safer, proportionate and more resilient diversion to the A83 is closed until the permanent long-term solution in place.
- These interventions will be in place prior to the construction of the permanent solution to reduce the disruption to road users during the construction period.

## Slide 10 – MTS Programme and Procurement



**ACCESS ARGYLL & BUTE [A83]**

**MTS Programme & Procurement**

**TRANSPORT SCOTLAND CÒMHCHAL ALBA**

- Currently developing a programme and procurement strategy to progress these works as quickly as possible.
- Looking to progress a 3 phase approach:
  - Phase 1 – realign the OMR at the southern end at its junction with the A83 avoiding the area prone to flooding.
  - Phase 2 – landslide mitigation including bunds/debris fences as well as drainage improvements and discrete widening of bends.
  - Phase 3 – extend the length of road available for two way traffic
- The above is dependent upon obtaining the necessary consents.

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## Slide 11 – Medium Term Solution Update

**ACCESS ARGYLL & BUTE [A83]**

**Medium Term Solution Update**

**TRANSPORT SCOTLAND**  
COMHCHAIL ALBA

Resilience: Improved culverts throughout route

Resilience: Realignment of southern A83/OMR junction to reduce risk of flooding.

Operation: Proposed extension of two way widening

**ATKINSwsp**  
Member of the BMTL Health Group

This slide features a background image of a mountainous landscape. In the top left corner is the 'ACCESS ARGYLL & BUTE [A83]' logo, which consists of a stylized red and blue arrow pointing right. In the top right corner is the 'TRANSPORT SCOTLAND' logo, which is a blue square with white diagonal lines. The main title 'Medium Term Solution Update' is centered at the top. Below the title is an aerial photograph of a road valley. Three callout boxes with white backgrounds and black text are overlaid on the map. The first box, 'Resilience: Improved culverts throughout route', has a red arrow pointing to a dashed red line along the road. The second box, 'Resilience: Realignment of southern A83/OMR junction to reduce risk of flooding.', has a red arrow pointing to a dashed red line at a junction. The third box, 'Operation: Proposed extension of two way widening', has a red arrow pointing to a dashed red line on the road. In the bottom right corner is the 'ATKINSwsp' logo, with 'wsp' in red and 'ATKINS' in black. Below it, in smaller text, is 'Member of the BMTL Health Group'.

Resilience: Improved culverts throughout route

Resilience: Realignment of southern A83/OMR junction to reduce risk of flooding.

Operation: Proposed extension of two way widening

This image is a detailed aerial photograph of the same road valley shown in the slide above. It features three callout boxes with white backgrounds and black text. The first box, 'Resilience: Improved culverts throughout route', has a red arrow pointing to a dashed red line along the road. The second box, 'Resilience: Realignment of southern A83/OMR junction to reduce risk of flooding.', has a red arrow pointing to a dashed red line at a junction. The third box, 'Operation: Proposed extension of two way widening', has a red arrow pointing to a dashed red line on the road.



## Slide 12 – Medium Term Solution Update

**ACCESS ARGYLL & BUTE [A83]**

**Medium Term Solution Update**

**TRANSPORT SCOTLAND**  
CÒMHAIL ALBA

**Operation: Improvements and widening to bends**

**Operation: Proposed extension of two way widening**

**Resilience: Landslide mitigation measures including bunds and catch fencing**

**Resilience: Improved culverts throughout route**

**ATKINSwsp**  
Member of the BAE Systems Group

22911:386101 Y: 707879 55923 Z: 246.469465m

**Operation: Improvements and widening to bends**

**Operation: Proposed extension of two way widening**

**Resilience: Landslide mitigation measures including bunds and catch fencing**

**Resilience: Improved culverts throughout route**

22911:386101 Y: 707879 55923 Z: 246.469465m

## Slide 13 – Phase 1 Works



The slide features a background image of a mountainous landscape. In the top left corner is the logo for 'ACCESS ARGYLL & BUTE [A83]' with a red and blue stylized 'A'. In the top right corner is the logo for 'TRANSPORT SCOTLAND CÒMHAIL ALBA' with a blue square containing white lines. The title 'Phase 1 Works' is centered in a large blue font. Below the title is a list of four bullet points. To the right of the list are three inset photographs: the top one shows an orange excavator working on a dirt embankment; the middle one shows a road construction site with orange traffic cones and a small excavator; the bottom one shows a wider view of a road construction site with an excavator and a white van.

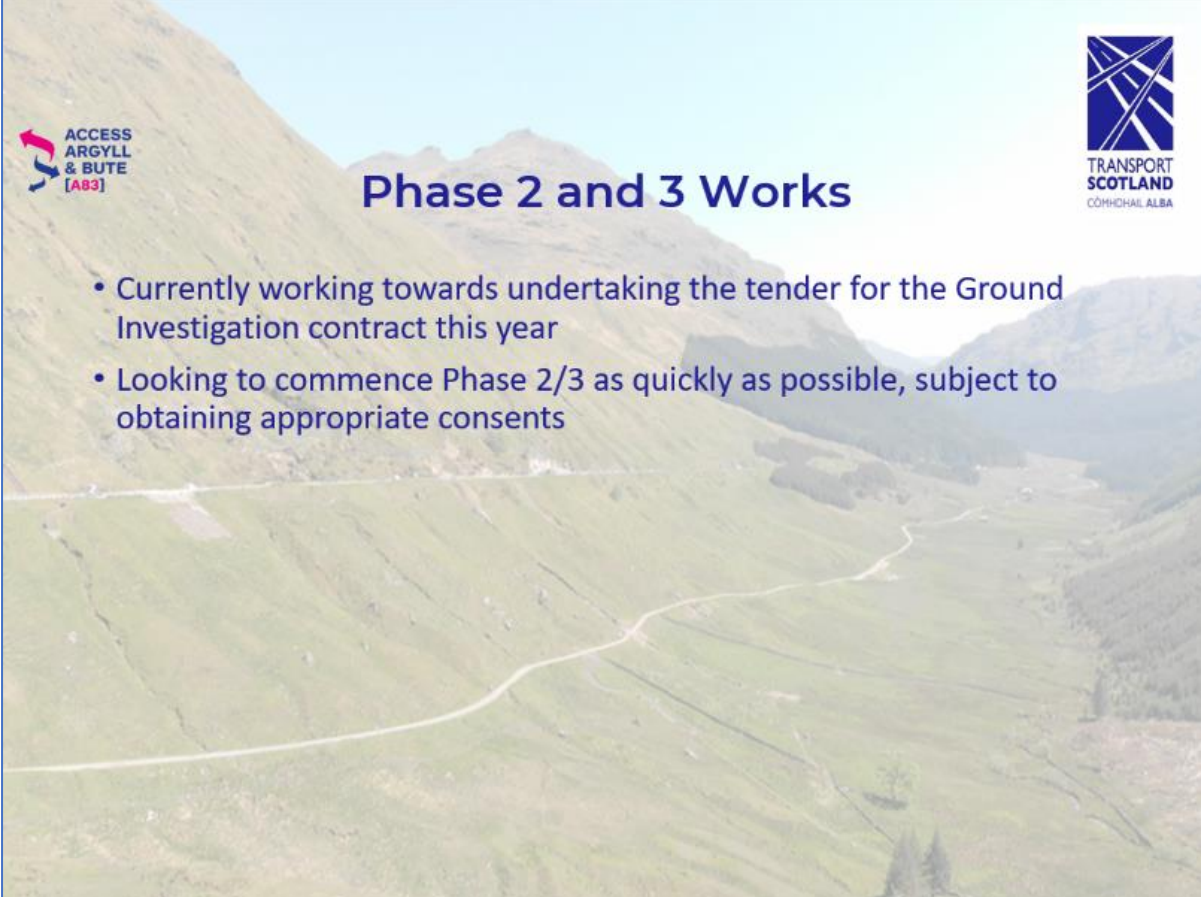
**Phase 1 Works**

- Ground Investigation Fieldwork Complete.
- Detailed Design nearing completion.
- Licensing (CAR) underway.
- On track to start construction before the end of the year.

- Ground Investigation Fieldwork Complete.
- Detailed Design nearing completion.
- Licensing (CAR) underway.
- On track to start construction before the end of the year.



## Slide 14 – Phase 2 and 3 Works



ACCESS ARGYLL & BUTE [A83]

### Phase 2 and 3 Works

TRANSPORT SCOTLAND  
CÒMHCHAIL ALBA

- Currently working towards undertaking the tender for the Ground Investigation contract this year
- Looking to commence Phase 2/3 as quickly as possible, subject to obtaining appropriate consents

- Currently working towards undertaking the tender for the Ground Investigation contract this year
- Looking to commence Phase 2/3 as quickly as possible, subject to obtaining appropriate consents

**Slide 15 – Closing slide**



-----End Of Presentation-----