



TRANSPORT  
SCOTLAND  
CÒMHDHAIL ALBA

# A83 Rest and Be Thankful

## LONG-TERM SOLUTION

Draft Orders Public Exhibitions



To view the A83  
Virtual Room  
scan the QR code

# Welcome

## Welcome to this public exhibition for the **A83 Rest and Be Thankful Long-Term Solution (LTS)** scheme.

Transport Scotland is committed to an infrastructure solution to address landslip risks at the A83 Rest and Be Thankful and shares the urgency communities and businesses place on maintaining and improving the connectivity of this vital route.

In March 2024, public engagement events were held to give local communities and road users an update on the design development for the LTS.

This public exhibition presents the draft Orders including the Compulsory Purchase Order (CPO) and the Environmental Impact Assessment (EIA) for the proposed LTS scheme and explains the statutory process that is being followed.

Information on the following boards includes details on the LTS scheme. Separate boards (also available at this public exhibition) give information regarding the Medium-Term Solution (MTS).

Transport Scotland staff and their technical advisors, AtkinsRéalis WSP Joint Venture (AWJV), will be happy to assist you with any queries you may have and talk you through any aspect of the Proposed Scheme.



To view the virtual exhibition room,  
scan the QR code or please visit:  
[pinpointcloud.co.uk/A83restandbethankful](https://pinpointcloud.co.uk/A83restandbethankful)



View of Glen Croe looking east towards The Cobbler

# Scheme objectives

The A83 Trunk Road is a vital lifeline for rural communities in Argyll and Bute, being essential for transport, regional and national economic trade. In recent years the increase in landslides and debris flow hazards have resulted in closures of the A83 and increased the use of the Old Military Road (OMR) diversion route. Hence, there is the need for a long-term, permanent solution to safeguard the A83 by ensuring safe and reliable access for future generations.

The following scheme objectives have been set, in consultation with stakeholders, to address the main issues encountered at the A83 Rest and Be Thankful.

The LTS scheme objectives are:

### Resilience



Reduce the impact of disruption for travel to, from and between key towns within Argyll and Bute, and for communities accessed via the strategic road network

### Safety



Positively contribute towards the Scottish Government's Vision Zero road safety target by reducing accidents on the road network and their severity

### Economy



Reduce geographic and economic inequalities within Argyll and Bute through improved connectivity and resilience

### Sustainable travel

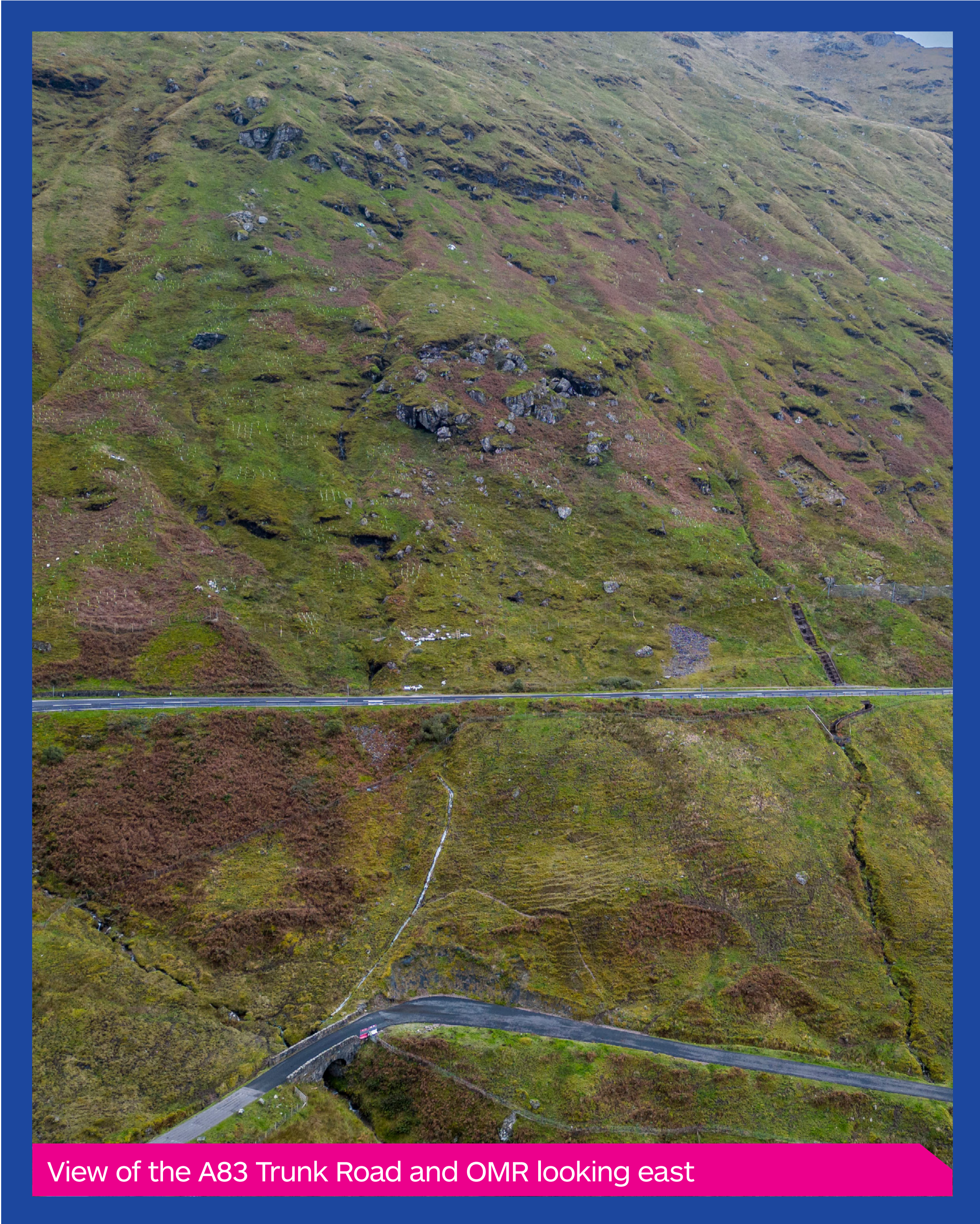


Encourage sustainable travel to, from and within Argyll and Bute through facilitating bus, active travel and sustainable travel choices

### Environment



Protect the environment, including the benefits local communities and visitors obtain from the natural environment by enhancing natural capital assets and ecosystem service provision through delivery of sustainable transport infrastructure



View of the A83 Trunk Road and OMR looking east

# Scheme assessment

**Transport Scotland carries out a rigorous assessment process to establish the preferred option for a trunk road improvement scheme.**

Work is being undertaken in accordance with the Design Manual for Roads and Bridges (DMRB) which is used to develop and assess road projects. This is considered standard good practice and is used throughout the UK.

This is a three-stage assessment process that considers engineering, environmental, traffic and economic considerations. Throughout the assessment process, consultation is carried out with a large number of stakeholders and interested groups.

- **The DMRB Stage 1 Assessment** for the scheme was completed in 2021, which identified the preferred corridor and five potential route options to take forward to DMRB Stage 2.
- **The DMRB Stage 2 Assessment** compared five different options and identified the preferred option as the Debris Flow Shelter (DFS) and catch pit in June 2023.
- **The DMRB Stage 3 Assessment** undertook further design development work on the preferred route option which has now been concluded.

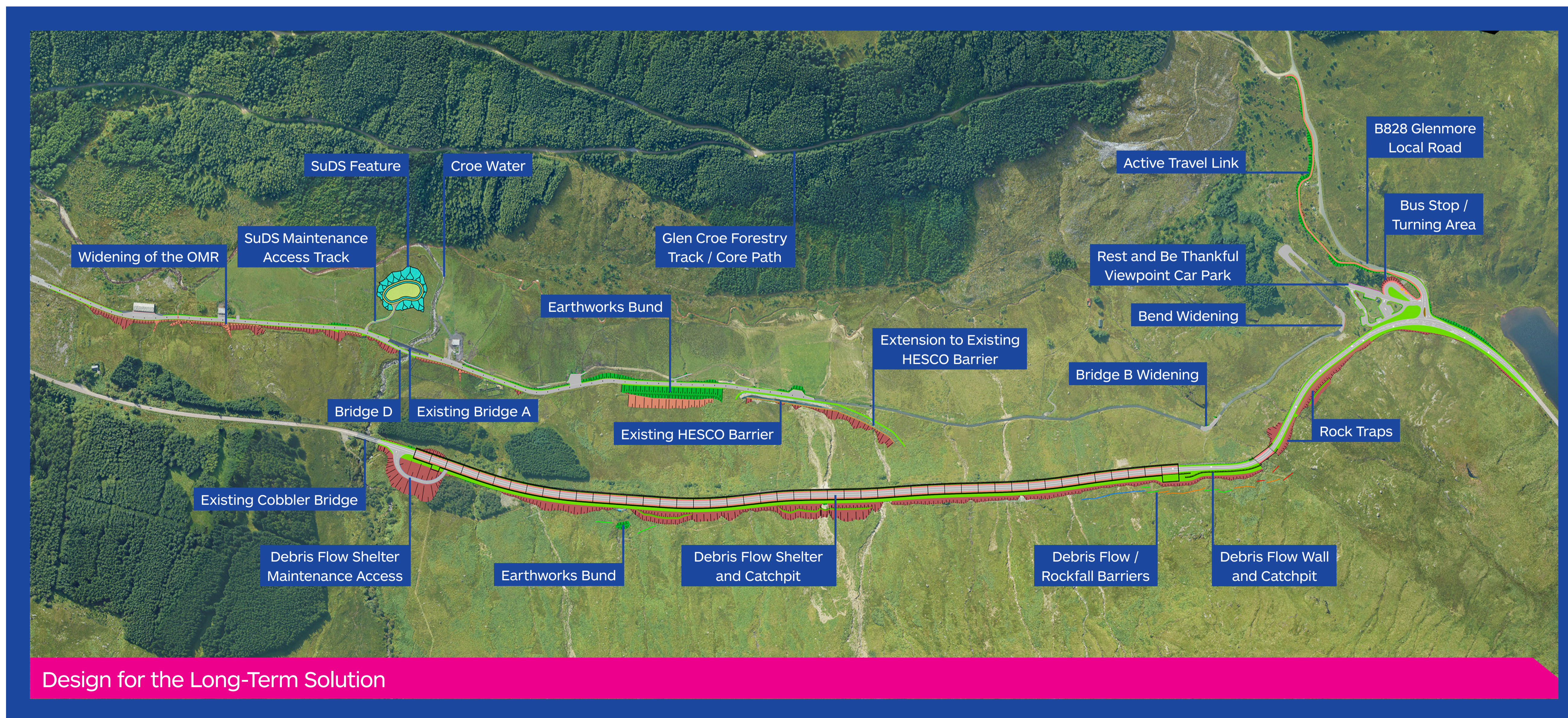
Following consultation with landowners, local communities, residents, stakeholders and other interested parties, the design has now been developed so the statutory process can commence.



# Design development

**Following the conclusion of the DMRB Stage 2 Options Assessment, the DFS and adjacent catch pit were selected as the preferred option. This option achieves the scheme objectives of improving resilience and operational safety of the trunk road network, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel.**

The preferred route is generally located along the line of the existing A83, starting at the Croe Water and ending north of the junction with the B828 Glenmore local road.



# Design development

To protect users from debris flows and landslides, the DFS structure will be provided to cover the part of the A83 Trunk Road considered most at risk from the Beinn Luibhean slope. It will feature a roof over the road, supported by a robust protection wall towards the hill and a series of columns on the valley side to maintain an open aspect to Glen Croe. Behind the protection wall there will be a catch pit, designed to channel land slip material and rock fall, allowing it to be removed safely and efficiently without impacting the road users on the A83 Trunk Road or the slopes below the A83.

## The LTS scheme includes the following:

- 2.4km of single carriageway improvements;
- A 1.4km debris flow shelter structure and catch pit;
- A 146m retaining wall and catch pit;
- Watercourse realignments, channel improvement works and culverts;
- Drainage works including sustainable drainage systems (SuDS);
- Upgrades to the B828 junction with the A83;
- Upgrades to the Rest and Be Thankful Viewpoint Car Park and bus stop or turning area; and
- A 560m active travel link along the B828 from the Rest and Be Thankful Viewpoint Car Park.

## In addition, the LTS scheme also encompasses the following OMR interventions:

- Widening of the existing single-track OMR over a length of 1.4km to provide a total two-way carriageway length of 2.1km;
- Targeted widening at three sharp bends and Bridge B to the northern end of Glen Croe to aid movement for larger vehicles;
- Installation of a new proprietary structure at Croe Water to facilitate two-way operation;
- Improved drainage throughout the widening works;
- Improved access provisions for walking, cycling and horse-riders
- New earthworks bunds and extension of the existing HESCO barrier by approximately 150m; and
- Improvement of 19 existing culverts and installation of two new culverts.

# Car park and sustainable travel

As part of the Proposed Scheme the layout of the Rest and Be Thankful Viewpoint Car Park and bus stop has been redesigned with consideration for a number of potential features. An active travel link has also been developed to link the Rest and Be Thankful Viewpoint Car Park to the Glen Croe forestry tracks to the west of the OMR on the lower slopes of Ben Donich.

**Potential features may include:**

- Stone retaining walls
- Rest and Be Thankful commemorative stone with circular seating
- Social picnic benches
- Motorsport heritage interpretation
- Reclining benches
- Active travel route
- Bus stop
- Food van station
- EV charging points
- Cycle parking

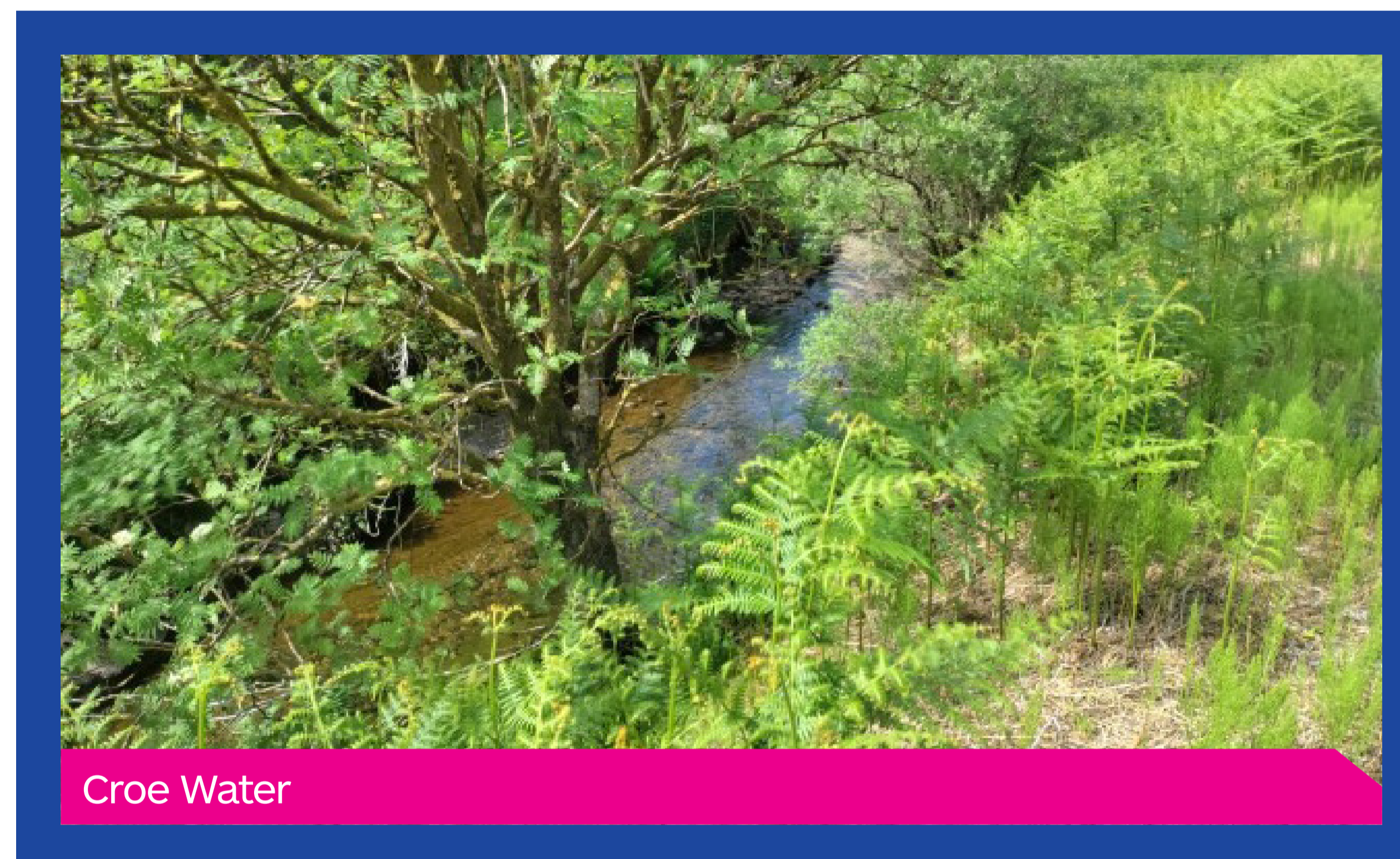


# Environmental impact assessment

**The Environmental Impact Assessment process has been integral to the design of the LTS, and it has explored opportunities to remove or mitigate potential impacts on the surrounding environment.**

A range of measures have been incorporated into the design of the LTS to prevent, reduce or offset significant adverse effects. Copies of the Environmental Impact Assessment Report (EIAR) for the LTS are available to view here today. Key considerations include:

- The location of the LTS within the boundaries of the Loch Lomond and The Trossachs National Park and the potential for impacts to the Special Landscape Qualities;
- The presence of habitats for protected species including otters, bats, badgers, and protected birds;
- Impacts to the Beinn an Lochain Site of Special Scientific Interest (SSSI);
- Environmentally sensitive surface water features including Croe Water;
- Cultural heritage assets including the C-Listed Rest and Be Thankful stone;
- Impacts to walkers, cyclists and horse-riders during the construction and operation of the LTS;
- Impacts to the operation of agricultural holdings;
- Impacts to the Rest and Be Thankful Viewpoint Car Park; and
- The potential for biodiversity net gain and natural capital enhancements.





# Draft Orders and CPO

**The draft Orders and Compulsory Purchase Order (CPO) for the LTS scheme are available to view here today. These are statutory documents that define the line of the road, associated works and the land to be acquired for the scheme.**

**i** The draft Orders, CPO and EIAR are also available to view on Transport Scotland's website: [transport.gov.scot/projects/access-to-argyll-and-bute-a83](https://transport.gov.scot/projects/access-to-argyll-and-bute-a83)

Copies of the draft Orders, CPO and EIAR are available to view at the following locations, during normal opening hours, until **7 February 2025**:

- Lochgilphead Library, Manse Brae, Lochgilphead, PA31 8QX
- Aqualibrium, Kinloch Road, Campbeltown, PA28 6EG
- Three Villages Hall, Shore Road, Arrochar, G83 7AB
- Dunoon Library, 9 Argyll Street, Dunoon, PA23 7HH
- Transport Scotland Office, George House, 2nd Floor, 36 North Hanover Street, Glasgow, G1 2AD

Please speak to a member of Transport Scotland or AWJV if you have any questions.



Visualisation of the DFS looking southeast

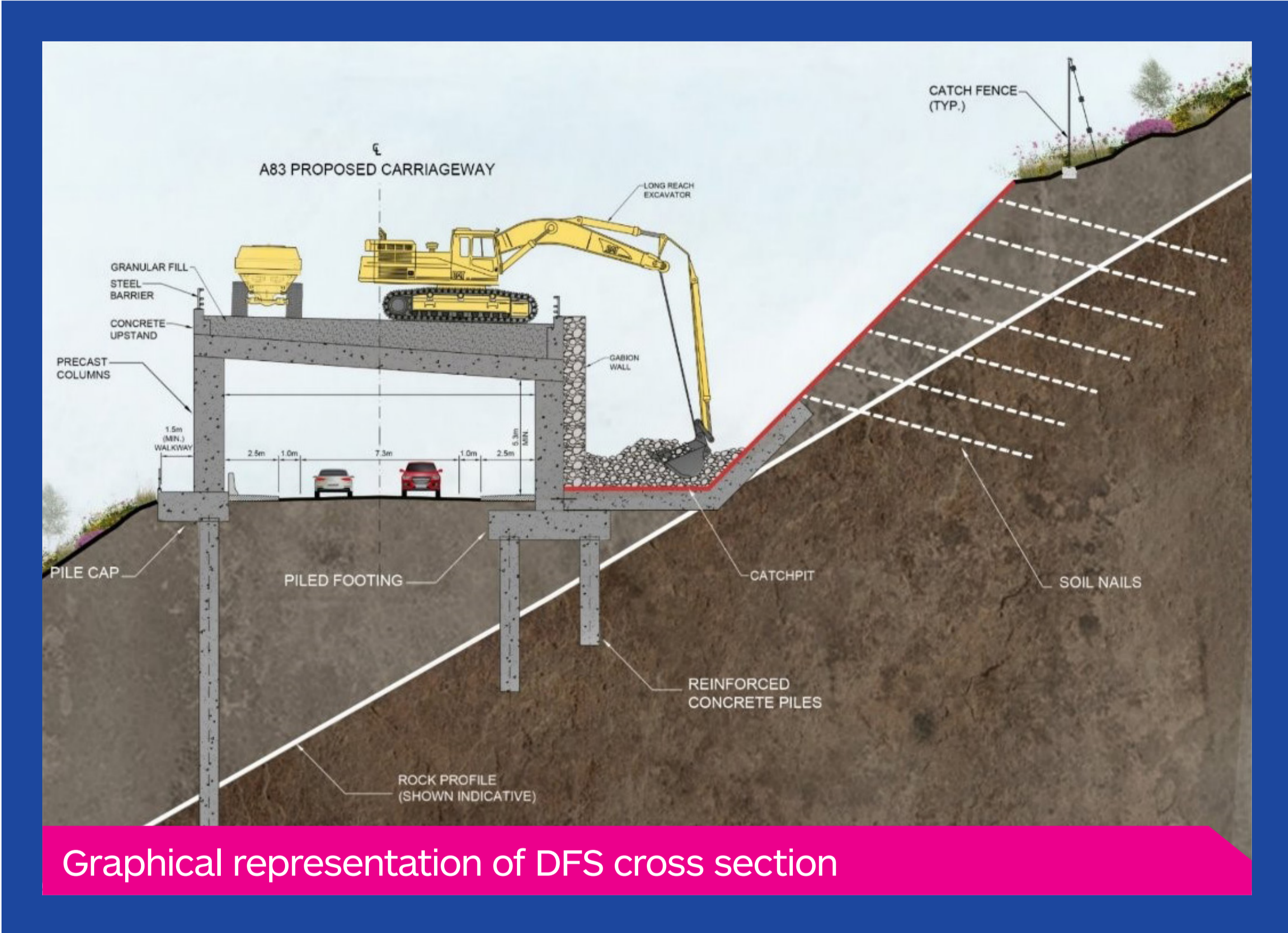
# Construction

**Construction of the LTS scheme can only start following completion of the statutory process and the timetable for construction will be determined at that stage. The duration of the LTS construction works are expected to take approximately three to four years to complete with one further year for the OMR interventions.**

Key construction features will include:

- Construction of the OMR interventions will be undertaken first with minimal impact to the A83 Trunk Road;
- Construction of the LTS scheme will generally be achieved by working on the existing A83 Trunk Road;
- Temporary traffic management will include traffic light operation and potentially considerable periods of full closures of the A83 where the OMR will be required to be in operation extensively during the construction period;
- Movement of construction plant and materials will be planned to minimise disruption;
- For the safety of construction workers and road users, speed restrictions may be implemented to facilitate the construction works; and
- Minimising disruption to the travelling public and affected parties.

Further consultation with key stakeholders such as Argyll & Bute Council and Loch Lomond and the Trossachs National Park will be undertaken in the development of the construction stage contract and during the construction period.



Graphical representation of DFS cross section



Visualisation of the DFS looking north

# What happens next?

**The draft Orders including the draft CPO and EIAR for the LTS scheme were published on 13 December 2024. This marked the start of the statutory process and the formal, eight-week consultation period.**

Representations to the draft Orders and EIAR, including objections, can be made to Transport Scotland during this formal consultation period which closes on **7 February 2025**.

Should there be objections to the draft Orders and EIAR which cannot be resolved, there may be the need for a Public Local Inquiry (PLI) before the scheme can proceed. Progress after this formal consultation period will depend on the representations received on the draft Orders and EIAR. A timetable for construction can only be determined once the scheme has been approved under the statutory procedures.

Formal representations for the LTS scheme should be submitted in writing to:

**Director of Major Projects**

A83 Rest and be Thankful Scheme  
Transport Scotland  
George House  
2nd Floor, 36 North Hanover Street  
Glasgow  
G1 2AD

**Or by email to:**

[A83DraftOrders@transport.gov.scot](mailto:A83DraftOrders@transport.gov.scot)



Visualisation of the DFS and Glen Croe looking north



For further information on the A83 Rest and be Thankful LTS scheme, please visit the Transport Scotland website at:  
[transport.gov.scot/projects/access-to-argyll-and-bute-a83](https://transport.gov.scot/projects/access-to-argyll-and-bute-a83)



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