

202[ ] No.

**ROADS AND BRIDGES**

**The A83 Trunk Road, (Rest and be Thankful) (A83 Diversion Lanes) (Trunking) Order 202[ ]**

*Made* - - - - 202[ ]

*Coming into force* - - 202[ ]

The Scottish Ministers make the following Order in exercise of the powers conferred by section 5(2) of the Roads (Scotland) Act 1984(a) and all other powers enabling them to do so.

In accordance with section 5(2) of that Act, they have taken into consideration the requirements of local and national planning, including the requirements of agriculture and industry and are satisfied as to expediency.

In accordance with sections 20C and 55A of the Act they determined that the project falls within Annex II to Directive 2011/92/EU of the European Parliament and of the Council (b) on the assessment of the effects of certain public and private projects on the environment and have published notice of that determination on 13th December 2024.

They prepared an Environmental Impact Assessment Report and published notice of it on 13th December 2024.

This Order is made in compliance with the provisions of Parts I and III of schedule 1(c) of the Roads (Scotland) Act 1984.

**Citation and commencement**

1. This Order may be cited as the A83 Trunk Road, (Rest and be Thankful) (A83 Diversion Lanes) (Trunking) Order 202[ ] and comes into force on [ ].

**Trunk Road**

2. The definitions in the schedule of the Order have effect.

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(a) 1984 c. 54. Section 5 was amended by the Transport and Works (Scotland) Act 2007 asp 8, schedule 3 paragraph 1. The functions of the Secretary of State were transferred to the Scottish Ministers by virtue of section 53 of the Scotland Act 1998 (c. 46).

(b) O.J. L 26, 28.1.2012, p.1. Directive 2011/92/EU was amended by Directive 2014/52/EU of the European Parliament and of the Council, OJ L 124, 25.4.2014, p. 1.

(c) Part I of schedule 1 was amended by the Local Government etc. (Scotland) Act 1994 (c. 39), schedule 13, paragraph 135, the Water Industry (Scotland) Act 2002 (asp 3), schedule 7, paragraph 14, the Transport and Works (Scotland) Act 2007 (asp 8), section 24, schedule 2, paragraph 3, and schedule 3, paragraph 1 and S.S.I. 1999/1, S.S.I. 2006/614, S.S.I. 2011/396, S.S.I. 2017/137 and S.S.I. 2019/415. Part III of schedule 1 was amended by the New Roads and Street Works Act 1991 (c. 22), schedule 8, paragraph 96 and the Transport and Works (Scotland) Act 2007 (asp 8), schedule 3, paragraph 1.

3. The Scottish Ministers direct that the length of road (hereafter referred to as “the new trunk road”) which the Scottish Ministers propose to construct along the route described in the schedule will become trunk road on the date this Order comes into force.

L.SHACKMAN

A member of the staff of the Scottish Ministers

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202[ ]

## SCHEDULE

Articles 2 & 3

### INTERPRETATION

In this schedule—

“the plan” means the plan entitled “The A83 Trunk Road, (Rest and be Thankful) (A83 Diversion Lanes) (Trunking) Order 202[ ]” signed with reference to this Order and deposited at the offices of Transport Scotland, George House, 2nd Floor, 36 North Hanover Street, Glasgow, G1 2AD;

“the A83 Trunk Road” means the existing A83 Tarbet – Lochgilphead – Campbeltown Trunk Road;

“the Old Military Road” means the existing private access from the junction between the Old Military Road and the existing A83 Trunk Road to the junction between the Old Military Road and the B828 Glenmore Road;

“Point 1” means the western most corner of the building known as Roadmans Cottage, Arrochar, G83 7AS, shown marked “Point 1” on plan TR1; and

“Point 2” means the western most corner of the building known as High Glen Croe Cottage, Arrochar, G83 7AS, shown marked “Point 2” on plan TR1.

### ROUTE OF THE NEW TRUNK ROAD

1. From a point 855 metres or thereby south, south-east of Point 1 in a generally north, north-westerly then west, north-westerly then south, south-westerly then northerly then north easterly direction for a distance of 3,665 metres or thereby to a point 570 metres or thereby north-west of Point 2 as shown by a heavy black line between points marked “A” and “B” on plan TR1.