A83 Rest and Be Thankful

Public Engagement Report – March 2024 Engagement Events

Transport Scotland

November 2024

A83AAB-AWJ-GEN-SCW_GEN-RP-ZZ-000025

Notice

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This document has 228 pages including the cover.

Client signoff

Client	Transport Scotland
Project	A83 Rest and Be Thankful

Contents

Contents

Tables

Figures

Graphs

Maps

Appendices

Executive Summary

Background

The A83 is one of two east-west strategic trunk roads that connects Argyll and Bute to the central belt of Scotland, making it a vital link in the region's transportation infrastructure. The adjacent hillsides have a history of instability resulting in landslides and debris flow hazards, which have increased in recent years due to the frequency of heavy, intense periods of rainfall, leading to frequent road closures and resultant diversion. The A83 Rest and Be Thankful project is being taken forward by Transport Scotland as a long-term, resilient, and sustainable solution to the problem of landslides in Glen Croe.

The key milestones of this project to date are:

- September 2020 - 11 potential route corridor options were presented to the public to gather feedback and inform initial design and assessment work.
- March 2021 - the preferred route corridor was announced as the Glen Croe Corridor and five potential route options were identified.
- September 2022 - Transport Scotland appointed Atkins Réalis WSP Joint Venture (AWJV) to take forward the design and assessment of both the Long-Term Solution (LTS) and the Medium-Term Solution (MTS).
- December 2022 - upgrades to the existing Old Military Road (OMR) was announced as the preferred option for the MTS.
- June 2023 - the preferred route for the LTS was announced as the brown option, which included a debris flow shelter (DFS) and catch pit. Public exhibitions were also held to present the preferred route, explain and see feedback on the next steps.

Public engagement

Transport Scotland is committed to engaging stakeholders and the local community throughout the scheme. The purpose of the March 2024 public engagement events was to provide an update on the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment design development for the LTS and progress towards delivering the MTS.

The feedback period ran from 18 March to 10 May 2024. It included a hybrid approach featuring four in-person events and a virtual exhibition room.

A total of 210 people attended the in-person events which were held in the following locations:

- Campbeltown on 18 March 2024
- Lochgilphead on 19 March 2024
- Lochgoilhead on 20 March 2024
- Arrochar on 21 March 2024.

The virtual exhibition room was live from 18 March 2024 and received 3,306 views in total up until it closed on 10 May 2024.

Materials were produced for the events which included information boards, a feedback form, scheme brochure and a poster. The events were promoted via adverts in local newspapers, social media posts using Transport Scotland social media channels, poster distribution to the event locations, the online A83 Story Map, Transport Scotland website and also by email via the scheme email address A83@WSP.com.

Feedback

As part of the engagement events, feedback was sought on the following topics:

- The LTS design
- The MTS design
- How the LTS fits with the landscape
- The emerging LTS Rest and Be Thankful Car Park proposals

Feedback responses were received in various formats which included an online and paper feedback form as well as by email. A total of 97 responses were received, based on 36 paper feedback forms, 10 direct emails, and 51 online via the virtual exhibition room.

The analysis of the above feedback is set out in Section 3 of this report.

1. Introduction

1.1. About this report

1.1.1. This report outlines the communication and engagement activities undertaken by Transport Scotland for the A83 Rest and Be Thankful scheme in relation to the design development for the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment for the long-term solution (LTS) and progress towards delivering the medium-term solution (MTS).

1.1.2. It includes an overview of the feedback period which took place between 18 March and 10 May 2024.

1.2. Background

1.2.1. The A83 Trunk Road is a major 98 mile/158 km road in the south of Argyll and Bute in the Scottish Highlands. The A83 is a vital artery route through Argyll, running from Tarbet on the western shore of Loch Lomond, where it splits from the A82 to Campbeltown at the southern tip of the Kintyre peninsular. The highest point along the route is known as the Rest and Be Thankful, separating Glen Kinglas and Glen Croe.

1.2.2. The section of the A83 between Ardgartan and the Rest and Be Thankful car park and viewpoint has a history of hillside instability, in particular, the Beinn Luibhean slopes above the Rest and Be Thankful.

1.2.3. The most significant recorded landslides at the Rest and Be Thankful occurred in August and September 2020. Following these unprecedented events, the former Cabinet Secretary for Transport, Infrastructure and Connectivity, Michael Matheson MSP, asked Transport Scotland to look at a long-term, resilient, and sustainable solution to the problem of landslides in Glen Croe. The A83 Rest and Be Thankful project team has been commissioned to develop a resilient and sustainable road to Argyll and Bute to address the landslide issues at the Rest and Be Thankful.

1.2.4. Whilst the assessment of the LTS is well underway, Transport Scotland is progressing with the MTS, which will see improvements made to the Old Military Road (OMR) in order to create a more resilient diversion route through Glen Croe while the LTS is being developed.

1.2.5. Transport Scotland are also continuing to actively work with BEAR Scotland to invest in ways of keeping the existing A83 open at the Rest and Be Thankful despite the effects of the weather. Work to date has included the installation of a debris cage and new culvert, construction of an additional catchpit, debris fencing and flood mitigation measures at the River Croe crossing.

1.3. Long-Term Solution

1.3.1. In September 2020, 11 potential route corridor options were presented to the public to gather feedback and inform initial design and assessment work. In March 2021, a Preliminary Assessment Report was published, and the preferred route corridor was announced as the Glen Croe Corridor and five potential route options which included various combinations of tunnels, viaducts and debris flow shelters were identified for further design work.

1.3.2. Following this report and over 650 responses to the public consultation on the scheme, the Cabinet Secretary for Transport, Infrastructure and Connectivity announced a preferred route corridor on 18 March 2021 – Route Corridor 1 through Glen Croe.

1.3.3. Atkins Réalis WSP Joint Venture (AWJV) were appointed in September 2022 to progress both the medium-term and permanent long-term solutions to the issues faced at the Rest and Be Thankful.

1.3.4. In June 2023 the former Minister for Transport, Kevin Stewart MSP announced the preferred route for the permanent LTS as the Brown Option which consists of a debris flow shelter and catch pit on the line of the existing A83. This announcement marked a major milestone in the project.

1.3.5. The LTS 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; and
- **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 the delivery of sustainable transport infrastructure.

1.3.6. The key components of the LTS are outlined below:

- 2.4km single carriageway improvements;
- 1.4km debris flow shelter structure and catch pit;
- 180m retaining wall and catch pit;
- Watercourse realignment/channel improvement works/culverts;
- Drainage works, including sustainable drainage systems (SuDS);
- Upgrades to the B828 junction with the A83; and
- Upgrades to the Rest and Be Thankful Car Park and Viewpoint.

1.3.7. Since the announcement of the preferred route for the LTS, the project team have been undertaking further design development work as part of the DMRB Stage 3 Assessment, including:

- Refinement of the A83 carriageway alignment;
- Design of the B828 Glen Mhor local road junction;
- Development of the DFS and protection wall design;
- Refinement of the geotechnical aspects of the design, including further geohazard and rock-fall modelling;
- Development of the proposals to minimise the impact on the environment, informed by various environmental surveys and fieldwork;
- Development of the proposals to mitigate impacts on the water environment, including sustainable drainage proposals;
- Consideration of construction methodology to minimise disruption to road users during the construction phase; and,
- Consideration of the proposals for the Rest and Be Thankful Car Park and Viewpoint.

1.4. Medium-Term Solution

1.4.1. On 23 December 2022, the former Minister for Transport Jenny Gilruth announced the preferred option for the MTS. Improvements to the existing OMR through the Glen Croe corridor are being made to make it a more resilient diversion route until the LTS to the problems at the Rest and Be Thankful is in place. These improvements will improve the resilience of the diversion route, reduce journey times and are the quickest to construct, of relatively lower cost and would have the least impacts overall across the range of criteria assessed of the medium-term options considered.

1.4.2. The MTS objectives are:

- Increase resilience of a temporary diversion route by reducing the likelihood of closure due to landslides, flooding, or other incidents
- Maximise the operational benefits of a temporary diversion route, for all vehicles, by providing a route that achieves a proportionate balance of time to implement, cost and impact
- Reduce the likelihood of accidents on a temporary diversion route

1.4.3. The interventions for the MTS scheme aim to be proportionate to the current impacts experienced at the Rest and Be Thankful, primarily to improve resilience to the diversion route during closures of the A83 prior to the LTS being introduced.

1.4.4. The MTS interventions are currently split into three phases:

- **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 and debris fences as well as drainage improvements and discrete widening of bends on the OMR
- **Phase 3** – extend the length of road available for two-way traffic

1.4.5. The extension of the OMR for two-way widening and a reduction in the length of convoy operation results in average journey times reducing by one third (approximately 10 minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term (during the long-term solution construction).

1.4.6. The MTS Phase 1 works started on site in December 2023 and include the realignment of the OMR at the southern end junction with the A83 to avoid an area prone to flooding. Construction of the new link road is now complete and operational when required.

1.4.7. Transport Scotland is aiming to deliver Phase 2 and 3 of the MTS as quickly as possible, subject to ongoing ground investigations and obtaining the necessary consents.

2. Engagement approach

2.1. Overview

2.1.1. The purpose of the March 2024 public engagement events was to provide an update on the DMRB Stage 3 Assessment design development for the LTS and progress towards delivering the MTS.

2.1.2. The feedback period ran from 18 March to 10 May 2024 and featured four in-person events and a virtual exhibition room.

2.2. Approach

2.2.1. The primary aim of the engagement was to gather feedback on the design development of both the LTS and the MTS schemes.

2.2.2. The feedback-led approach for this engagement was to provide clear and concise information to allow the public and stakeholders to provide their views and comments on the emerging proposals.

2.2.3. The public engagement events and virtual exhibition room were publicised through Transport Scotland's website as well as the dedicated online A83 Story Map, social media channels, press releases, advertisements, posters and via email. The A83 Taskforce was also informed in advance of the public engagement.

2.2.4. Feedback was collated through the feedback forms available at the events, virtual exhibition room, scheme email address and by post.

2.3. Engagement materials

2.3.1. A variety of materials were prepared which were available from 18 March to 10 May 2024 and can be found in Appendix A.

2.4. Brochure

2.4.1. An A4,12-page colour brochure provided an overview on the proposed scheme including information on the development of the DFS, environmental surveys, car park overview, progress on the MTS and next steps.

2.5. Information boards

2.5.1. A total of 14 A1 size information boards were on display at the public engagement events. The same boards were also available online to view in the virtual exhibition room.

2.5.2. The content of the information boards covered:

- Welcome information
- Scheme objectives
- Design development
- Ground investigation
- Debris flow shelter
- Environment
- Car park overview
- Car park progress
- Medium-term solution overview
- Medium-term solution progress
- What happens next
- Comments and feedback

2.6. Poster

2.6.1. An A4 colour poster was produced to promote the public engagement events and the virtual exhibition room. The poster was distributed to libraries, customer service points, education centres, halls, churches, community groups, shops and cafes in Campbeltown, Lochgilphead, Lochgoilhead and Arrochar. A full list of poster recipients can be found in Appendix B.

2.7. Feedback form

2.7.1. An A4 double-sided colour feedback form was prepared to gather views and comments on the design development work on the proposed scheme. It was the primary feedback tool and included four open questions, which were:

1 We would appreciate your feedback on the LTS

2 We would appreciate your feedback on the MTS

3 Please provide your feedback on how the long-term solution fits with the landscape. Please list the top three things that you consider important to you in how you interact with the landscape at the A83 Rest and Be Thankful.

4 Please provide your feedback on the emerging proposals for the Rest and Be Thankful Car Park and Viewpoint:

a) Tell us what you think about the existing car park

b) What opportunities should be considered at the car park

2.7.2. The feedback form was available for completion at the in-person events and in the virtual exhibition room. The scheme email address: A83@wsp.com was also available to allow people the opportunity to email their completed feedback forms. A postal address for hardcopy feedback forms was provided at: Atkins Réalis WSP Joint Venture, 110 Queen Street, Glasgow, G1 3BX.

2.8. Public engagement events

2.8.1. There were four in-person public engagement events held to provide members of the public, local communities and stakeholders the opportunity to view the engagement materials. Staff from Transport Scotland and AWJV attended the events to answer any queries or discuss details of the scheme.

2.8.2. The in-person public engagement events were held at the following locations:

- South Kintyre Development Trust Hall, Campbeltown on Monday 18 March 2024
- Lochgilphead Baptist Church, Lochgilphead on Tuesday 19 March 2024
- Lochgoilhead Village Hall, Lochgoilhead on Wednesday 20 March 2024
- Three Villages Hall, Arrochar on Thursday 21 March 2024

2.8.3. Transport Scotland offered a range of additional methods for respondents to provide feedback, which aimed to increase inclusivity and accessibility during the feedback period.

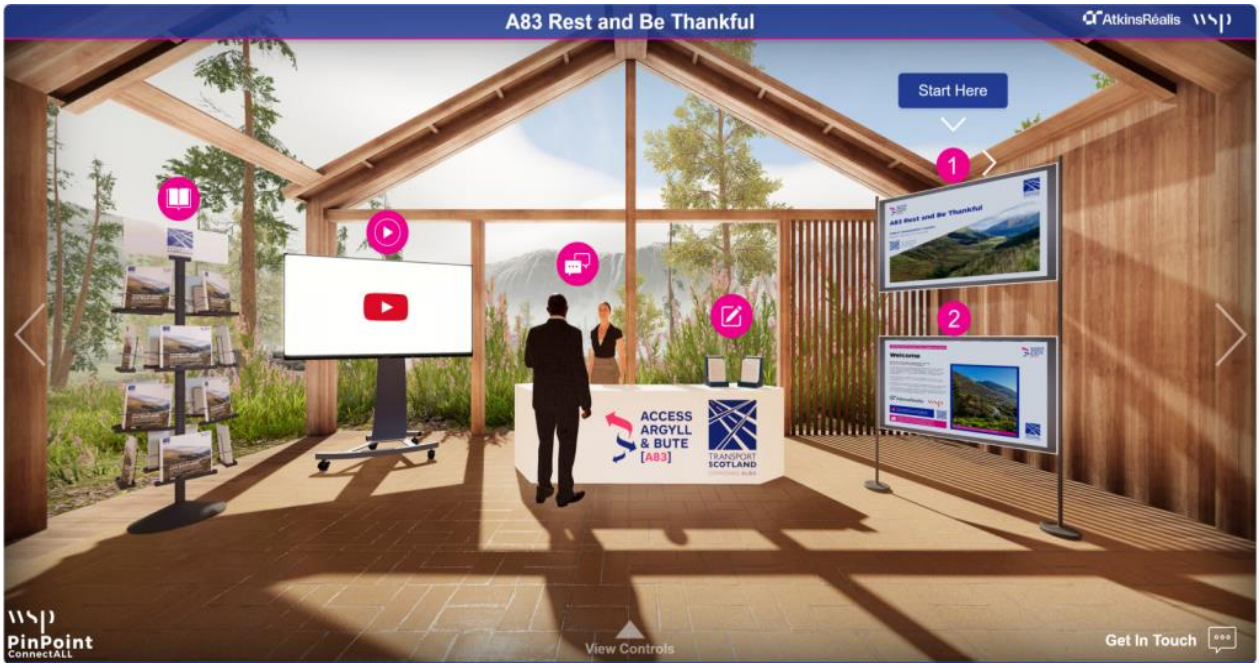
2.9. Virtual exhibition room

2.9.1. The virtual exhibition room was set up to ensure anyone unable to attend the in-person events was able to view the materials and provide feedback. It went live at the same time as the first public engagement event in Campbeltown. The PinPoint Connect All room included digital copies of the information boards, brochure, feedback form and a three-dimensional fly-through visualisation of the proposed scheme.

2.9.2. A total of 3,306 visitors were recorded to have used the virtual exhibition room between 18 March and 10 May 2024. The room closed on 10 May 2024 and all materials were transferred to the online A83 Story Map.

2.9.3. A screenshot of the virtual exhibition room is shown in Figure 1.

Figure 1: Virtual exhibition room



2.10. A83 Story map

2.10.1. The A83 Story Map is Transport Scotland's dedicated scheme website which is set up to provide updates on the A83 Rest and Be Thankful project. It was used to promote the engagement events and features all the materials.

2.10.2. Please refer to the A83 Story Map.

2.11. Visualisation

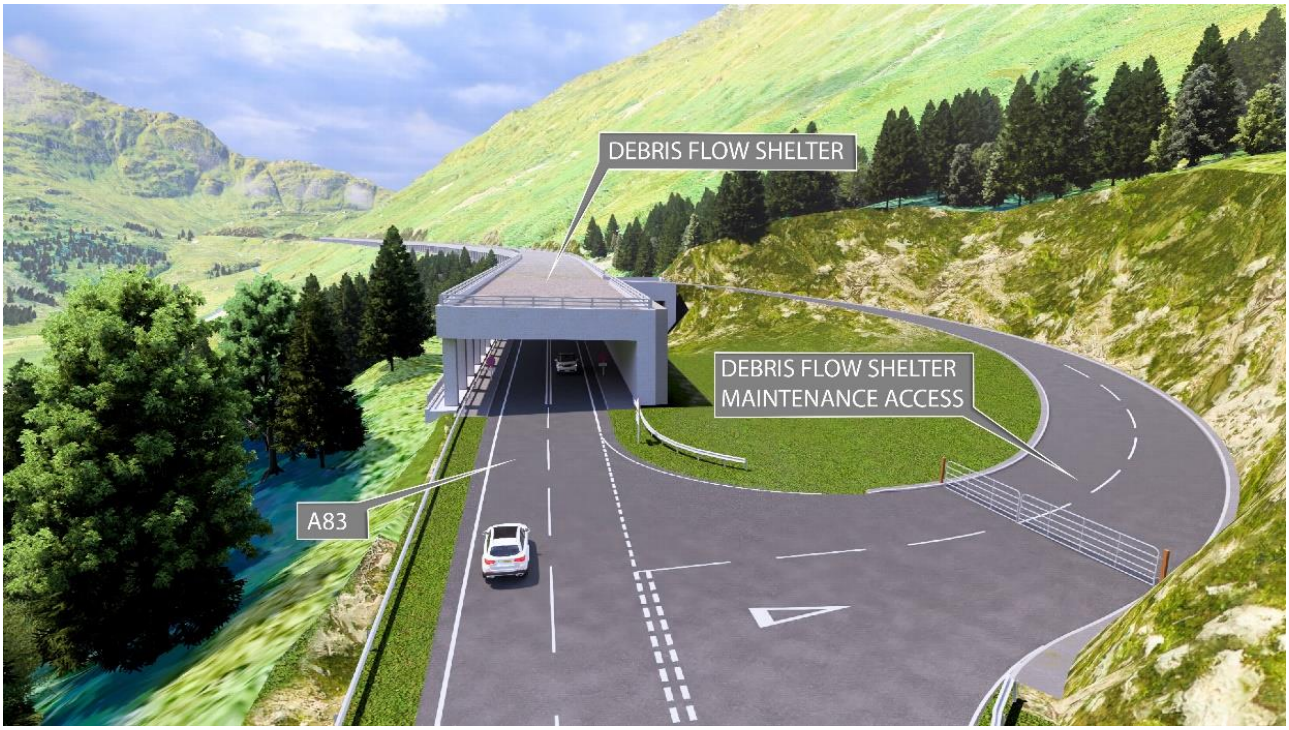
2.11.1. A three-dimensional fly-through visualisation of the proposed LTS scheme was displayed on a 42” monitor at the in-person events.

2.11.2. The visualisation was hosted on Transport Scotland’s YouTube channel and was available in the virtual exhibition room as well as the A83 Story Map.

2.11.3. Please refer to the visualisation.

2.11.4. A screenshot of the visualisation is shown in Figure 2.

Figure 2: Proposed scheme visualisation



2.12. Engaging with key stakeholders

2.12.1. Transport Scotland and the AWJV project team engaged with stakeholders using a variety of methods (email, social media channels etc).

2.12.2. A scheme email address was used to contact stakeholders, respond to queries and capture feedback. Emails were issued to a wide range of stakeholders, including the A83 Taskforce and individuals who provided contact details from previous engagement events (see Appendix C) inviting them to attend the public engagement events and to make them aware when the virtual exhibition room was live. A copy of the email can be found in Appendix D.

2.12.3. A dedicated telephone line (0131 316 8293) was available from 18 March to 10 May 2024 to accept any queries and was staffed during business hours linking the caller to the project team. The number was included on the information boards, feedback form and brochure.

2.12.4. A number of stakeholders attended the public engagement events on behalf of their organisations, these included community councils, businesses and community groups.

2.13. Promotion

2.13.1. Various channels were used to raise awareness of the public engagement events and encourage feedback on the design development work of the proposed scheme and are outlined below.

2.14. Social media

2.14.1. The public engagement events and virtual exhibition room were promoted via Transport Scotland's social media channels. Information included dates, locations, timings of the events and links to the A83 Story Map and virtual exhibition room. Copies of the social media posts can be found in Appendix E.

2.15. Emails

2.15.1. Emails were issued on 11 March 2024 to a wide list of stakeholders via the dedicated scheme email address A83@wsp.com to make them aware of the public engagement events and how to submit feedback.

2.16. Advertisements

2.16.1. Advertisements were placed in the Argyllshire Advertiser, Campbeltown Courier and Oban Times, and appeared on 29 February 2024 and 1 March 2024. A copy of the advertisements can be found in Appendix F.

3. Analysis

3.1. About the respondents

3.1.1. Transport Scotland received a total of 97 responses. These were received via feedback form, virtual exhibition room and email. The breakdown of responses is detailed in Table 1.

Table 1: Methods used to provide feedback

Method of response	No. of responses
Feedback form (hard copy)	36
Feedback form (virtual copy)	51
Email	10
Total	97

3.1.2. Email responses received from individuals, groups or organisations were summarised and are included in Appendix G of this report.

3.2. Coding of free text responses

3.2.1. The feedback form contained four questions, each of which invited free text responses. Such responses can be complex to analyse but offer valuable insight, as respondents can choose to focus on certain topics related to the question and provide any length of response.

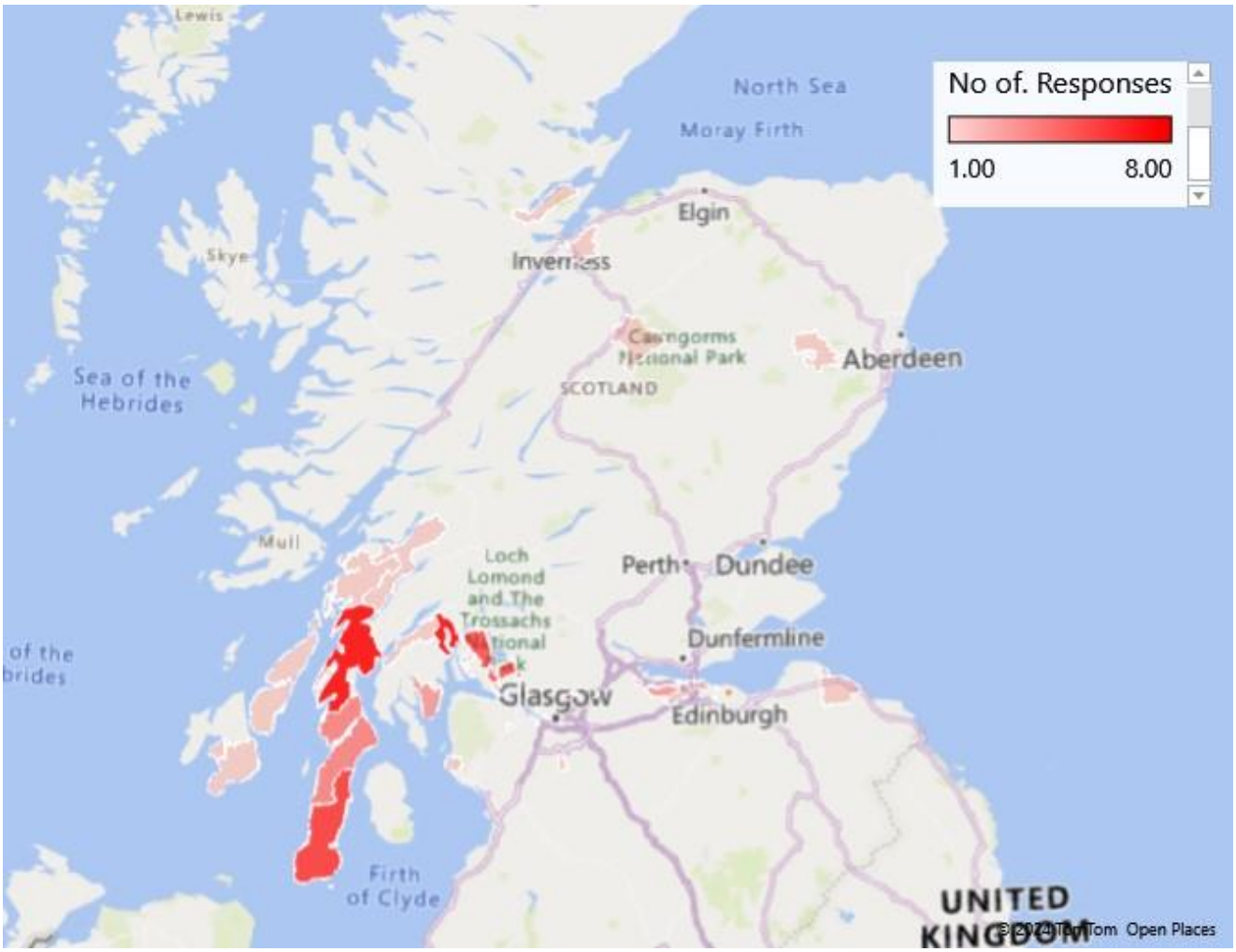
3.2.2. Responses were analysed through a method of processing known as coding. Coding focuses on the themes among the responses. When reading through the responses, themes become clear, and these themes become codes within a code frame. A code frame lists the themes and then lists the codes relevant to each theme. For example, where the theme is ‘cycling’, responses which are ‘supportive of cyclists’ could be coded as ‘CYC_001’ while responses which are ‘unsupportive of cyclists’ could be coded as ‘CYC_002’. Depending on factors such as the content, number and length of responses relevant to each theme, the code frame can vary in size.

3.2.3. The code frame was reviewed, and quality checked to make sure no themes, responses, comments or codes were unaccounted for.

3.3. Demographic data

3.3.1. Based on the postcodes provided on the feedback forms, the postcodes with the highest number of responses were shared between G84, PA31 and PA24 with eight responses each. The distribution of responses by postcode can be seen in Map 1.

Map 1: Distribution of responses by post code



4. Feedback on the LTS and MTS schemes

4.1. Overview

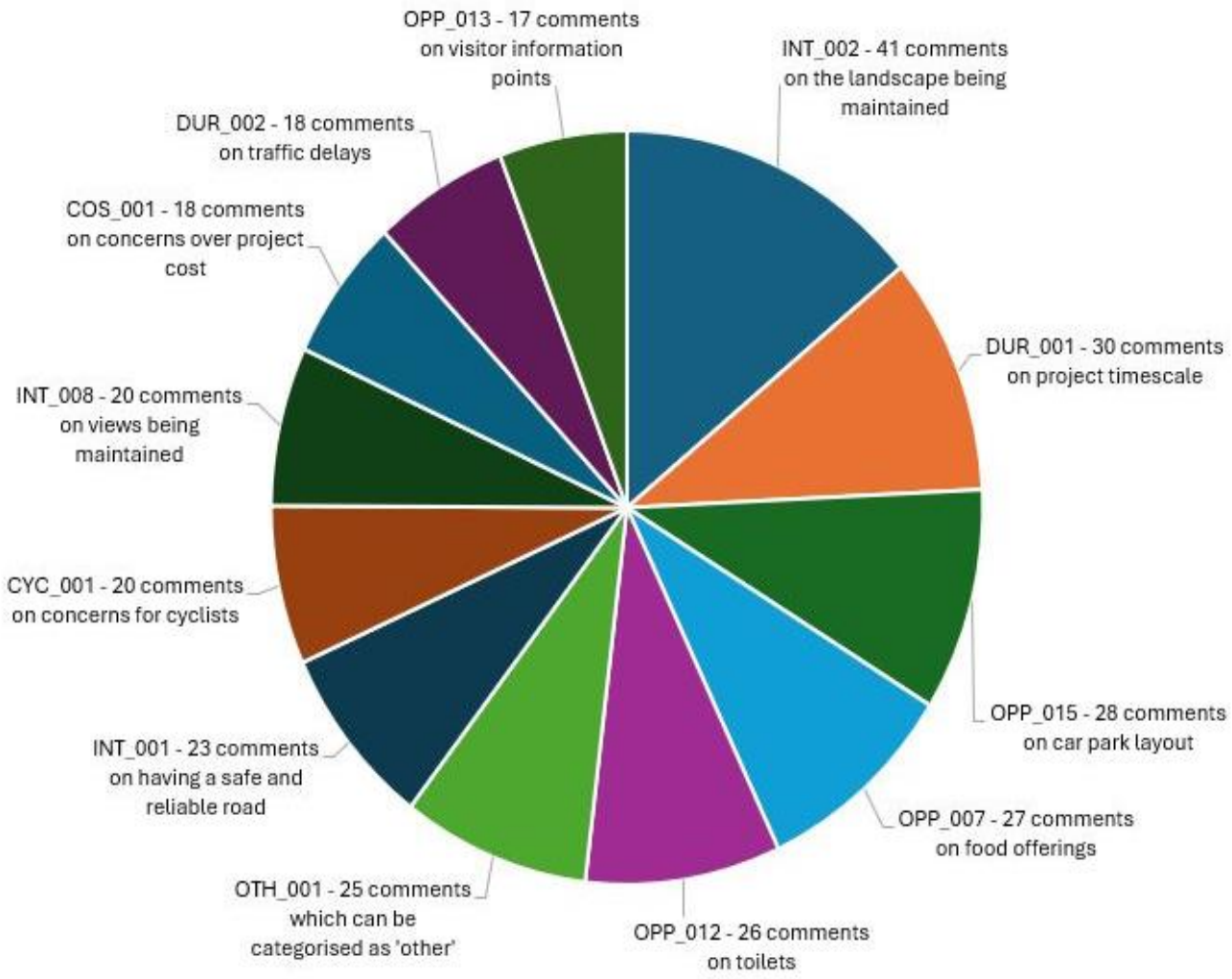
4.1.1. The feedback form posed questions to determine the views of respondents on the proposals put forward as part of the engagement activity. All responses have been analysed, with the results presented in this Section.

4.1.2. The responses to each of the four questions have been coded, following the process described in Section 3. This allowed the identification of recurring themes amongst the responses. The most frequently recurring themes are presented through tables within this report, while full frequency tables are included in Appendix H.

4.2. Most frequently received comments

4.2.1. Graph 1 shows the 10 most frequent comments received during the feedback period. While this graph does represent the 10 most frequent comments received, 12 comments are included due to two sets of comments receiving the same number.

Graph 1: Breakdown of 10 most frequent comments received



4.3. Breakdown of comments

4.3.1. The breakdown of comments below represents all of the comments received. While it would have been preferable to break the comments down into comments relevant to MTS and LTS, there was significant crossover among the comments received and in general there was much more focus on the proposed LTS scheme.

4.4. Cycling

4.4.1. A total number of 38 comments were received about cycling. Of those 38 comments, 20 related to concern for cyclists, while 18 related to the provision of a cycle lane.

4.4.2. Among the 20 comments related to concern for cyclists, the most common were those calling for more consideration for cyclists.

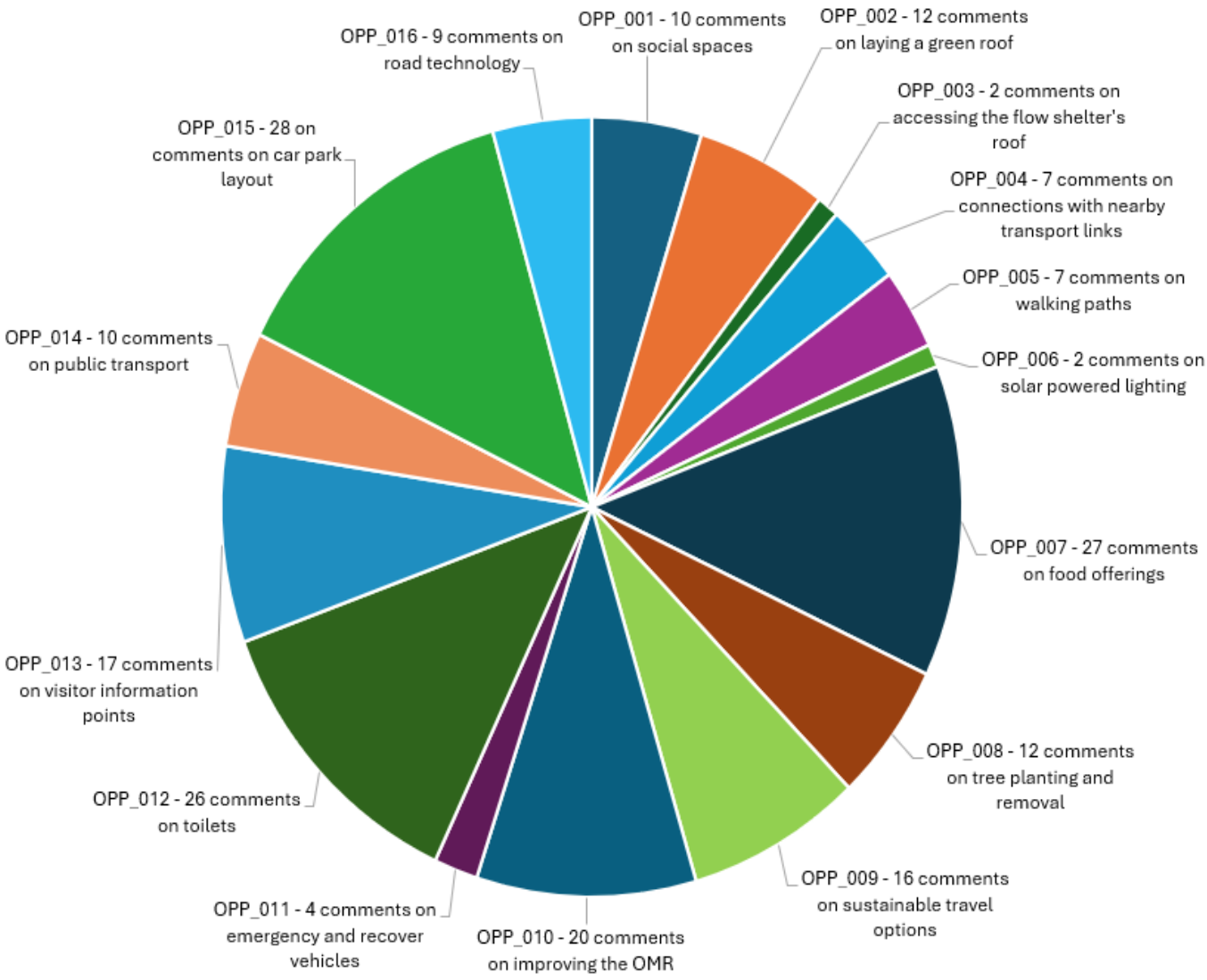
4.5. Tunnel or bridge

4.5.1. Eight comments were received noting a preference for constructing a tunnel or bridge as opposed to the DFS.

4.6. Opportunities

4.6.1. A total number of 209 comments were received in relation to project opportunities. The breakdown of comments relating to different opportunities are shown in Graph 2 below.

Graph 2: Breakdown of comments related to opportunities



4.6.2. Among the 28 comments related to the car park layout, the most common were comments suggesting improvements to the car park layout.

4.6.3. Among the 27 comments related to food and drink offerings, most common were comments supportive of more food and drink offerings at the car park, and comments supportive of the food van which currently serves the car park.

4.6.4. Among the 26 comments related to toilets, the most common were those specifying support for the provision of toilets at the car park.

4.6.5. Among the 20 comments related to modifications to the OMR, the most common were comments specifying support for the OMR becoming two-way, and comments suggesting that the OMR could represent the LTS, as opposed to the DFS, providing it was modified to provide two-way traffic.

4.6.6. Among the 17 comments related to visitor information points, the most common were those calling for the provision of a visitor centre.

4.6.7. Among the 16 comments related to sustainable travel options, the most common were those calling for the provision of electric vehicle charging points and bike racks within the car park.

4.6.8. Among the 12 comments related to tree planting and removal, the most common were those specifying support for tree planting to mitigate the risk of debris flow.

4.6.9. Among the 12 comments related to green roofing, all were supportive of planting a green roof on the DFS.

4.6.10. Among the 10 comments related to social spaces, the most common were those calling for the provision of picnic areas, seating areas and rain shelters.

4.6.11. Among the 10 comments related to public transport, the most common were those suggesting ways to better serve local buses, intercity buses and tour buses within the car park.

4.6.12. Among the nine comments related to road technology, the most common were those suggesting ways to improve the traffic management system along the OMR.

4.6.13. Among the seven comments related to transport links, the most common were those specifying support for improved connection with the ferry terminal in Campbeltown.

4.6.14. Among the seven comments related to walking paths, the most common were those specifying support for walking paths being better connected with the car park.

4.6.15. Among the four comments related to emergency and recovery vehicles, all raised concern over consideration for emergency and recovery vehicles.

4.6.16. Among the two comments related to access to the DFS roof, both asked whether the DFS roof would be made available for public access.

4.6.17. Among the two comments related to solar-powered lights, both called for the use of solar-powered lights.

4.7. Environmental concerns

4.7.1. A total number of 14 comments were received in relation to environmental concerns. Of those 14 comments, six related to landslides, three related to light pollution, three related to flooding, and two related to climate change.

4.7.2. Among the six comments related to landslides, the most common were those suggesting the DFS does not sufficiently mitigate the risk of debris flow along the A83.

4.7.3. Among the three comments related to light pollution, all were supportive of minimising light pollution from the DFS.

4.7.4. Among the three comments related to flooding, all emphasised the risk of flooding along the A83.

4.7.5. Among the two comments on climate change, both suggested that climate change would worsen conditions along the A83.

4.8. Rock outcrop

4.8.1. A total of three comments were received with respect to an existing rock outcrop. Of those three comments, all raised concern over a rock outcrop being removed as part of the proposed scheme.

4.9. Debris mitigation

4.9.1. A total of 26 comments were received about debris mitigation. Of those 26 comments, 12 related to the DFS catch pit, 11 related to flow shelter functionality, and three related to debris barriers.

4.9.2. Among the 12 comments related to the catch pit, the most common were those raising concern over the emptying of the catch pit.

4.9.3. Among the 11 comments related to the DFS functionality, the most common were those criticising the functionality of the DFS in the event of debris flow such as whether the debris flow shelter could withstand the force of heavy debris flow.

4.9.4. Among the three comments related to debris barriers, the most common were comments raising concern over the functionality of debris barriers, and comments criticising the visual impact of the debris barriers.

4.10. Cost

4.10.1. A total of 21 comments were received about cost. Of those 21 comments, 18 related to project costs, while three related to indirect costs relevant to the project.

4.10.2. Among the 18 comments related to project costs, the most common were comments criticising the project for costing too much, and comments criticising the cost effectiveness of the project.

4.10.3. Among the three comments related to indirect costs relevant to the project, all raised concern over the indirect cost of traffic delays during construction.

4.11. Duration

4.11.1. A total of 64 comments were received about the duration of the project. Of those 64 comments, 30 related to the project timescale, 18 related to traffic delays during construction, and 16 related to the use of the OMR during LTS construction.

4.11.2. Among the 30 comments related to project timescale, the most common were comments criticising the amount of time the project had taken to get underway, and comments raising concern over the amount of time the project will take to complete.

4.11.3. Among the 18 comments related to traffic delays during construction, the most common were those raising concern over the amount of time the project will take to complete and how traffic delays would be significant during that time.

4.11.4. Among the 16 comments related to the OMR during construction, the most common were those raising concern over the functionality of the OMR during construction.

4.12. Interaction with the landscape

4.12.1. A total of 106 comments were received about interaction with the landscape. It is worth noting that these comments were in response to question 3 which specifically asked about interaction with the landscape, and while some of the comments are not outwardly about such interactions, they represent the responses given. Of those 106 comments, 41 related to calls for the DFS to blend in with the landscape, 23 related to calls for road safety and reliability, 20 related to calls for views of the

landscape to be maintained, 11 related to calls for viewpoints, five related to calls for amenities, three related to calls against excessive tourism, two related to calls for maintaining hillside access, and one related to calls for reduced queues. The breakdown of comments relating to interaction with the landscape are shown in Graph 3.

4.12.2. Among the 41 comments related to calls for the DFS to blend in with the landscape, the most common were comments criticising the DFS for visually detracting from the landscape, and comments suggesting ways to help the DFS blend in.

4.12.3. Among the 23 comments related to calls for road safety and reliability, the most common were comments suggesting ways to improve road safety along the A83, and comments emphasising the need for the A83 to be more consistently open.

4.12.4. Among the 20 comments related to calls for views of the landscape to be maintained, the most common were those suggesting that views of the landscape from within the DFS be maintained.

4.12.5. Among the 11 comments related to calls for viewpoints, the most common were those specifying support for the provision of a dedicated viewpoint at the car park.

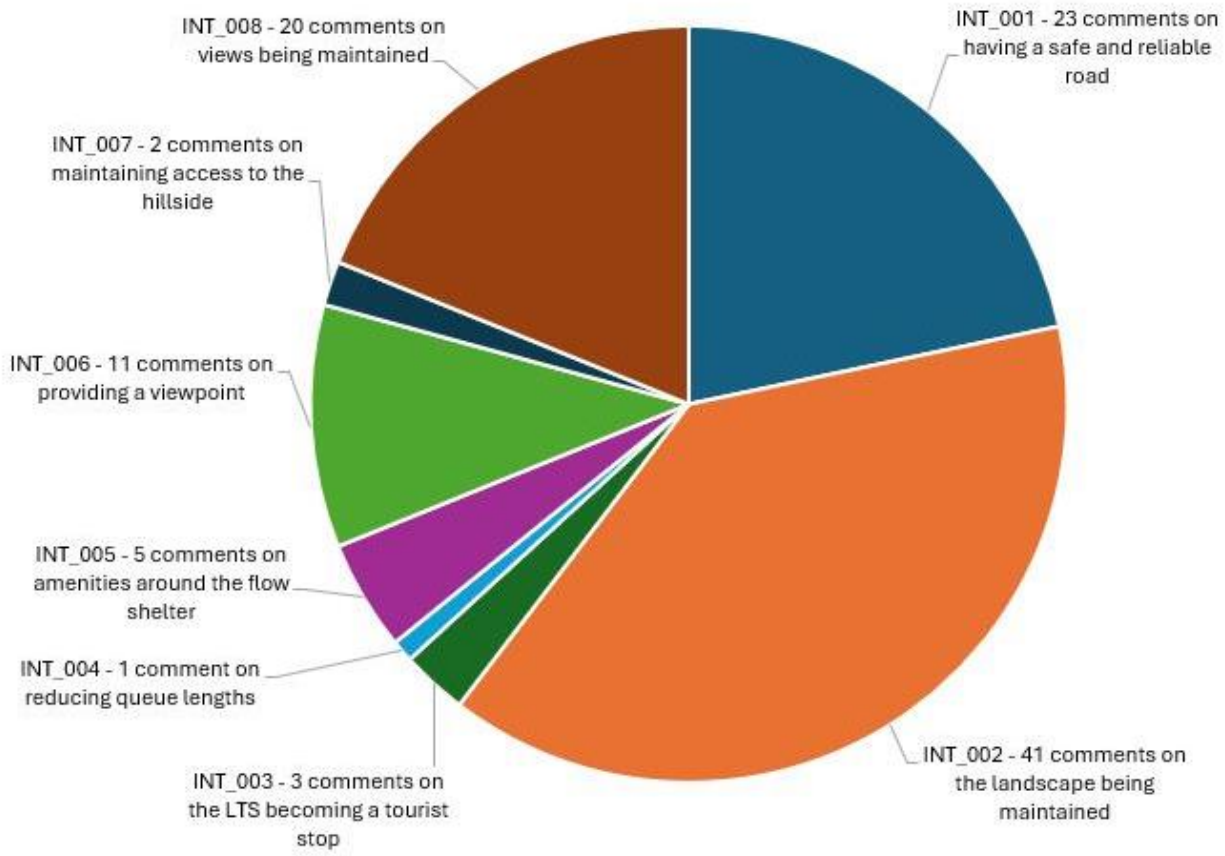
4.12.6. Among the five comments related to calls for amenities, the most common were those specifying support for the provision of more space for people within the car park.

4.12.7. Among the three comments related to calls against excessive tourism, all raised concern over the way in which tourists interact with the landscape.

4.12.8. Among the two comments related to calls for maintaining hillside access, both suggested that hillside access be maintained for those using the hills for active travel.

4.12.9. The single comment related to calls for reduced queues raised concern over traffic related queuing during construction.

Graph 3: Breakdown of comments related to interaction with landscape



4.13. Other

4.13.1. A total of 25 comments were received which were coded as ‘other’. These comments could not be coded with any of the codes listed above due to them relating to one-off topics such as dangerous goods or particular road regulations.

4.14. MTS

4.14.1. As noted above, while it would have been preferable to break the comments down into comments relevant to MTS and LTS, there was significant crossover among the comments received and there was much more focus on the LTS. For that reason, the comments and relevant codes which specifically applied to the MTS are: Suggestions to improve OMR (20) and Concern over the use of the OMR during construction (16).

4.14.2. In terms of OPP_010, the most common suggestions to improve the OMR included: making the OMR two-way, upgrading the OMR with road technology, widening the OMR, making the OMR a dedicated cycle path following the

construction of the LTS, and some suggested that the providing the OMR was upgraded, it could represent the LTS.

4.14.3. Meanwhile, in terms of DUR_003 the most common concerns over the use of the OMR during construction included: concern over waiting times along the OMR being significant and concerns over problems with road technology.

5. Responses to questions raised

5.1.1. The engagement activity provided members of the public and interested groups an opportunity to ask questions about the scheme.

5.1.2. All feedback received (verbatim and depersonalised with any personal information or details removed) and Transport Scotland's responses (with any personal information removed) are included in Appendix I.

5.1.3. Responses to feedback were issued by email (or post where necessary) on 01 November 2024.

6. Summary and next steps

6.1. Summary

6.1.1. The A83 Rest and Be Thankful feedback period was held between 18 March and 10 May 2024.

6.1.2. A total of 210 people attended four public events which were held in Campbeltown, Lochgilphead, Lochgoilhead and Arrochar between 18 and 21 March 2024.

6.1.3. A virtual public exhibition room was available on the Transport Scotland website from 18 March to 10 May 2024. The virtual exhibition room received 3,306 visitors during the feedback period.

6.1.4. Transport Scotland received a total of 97 feedback responses via an online feedback form, hard copy feedback form and email responses.

6.1.5. The most frequent comments raised included ‘respondent states that they want landscape maintained and the shelter to blend in’ (41) followed by ‘concern over project timescale’ (30).

6.1.6. Transport Scotland issued responses to all feedback received from the public engagement events on 01 November 2024. Amongst the feedback received which totalled 97 separate feedback responses, 10 respondents did not provide contact details, and one did not complete the online feedback form.

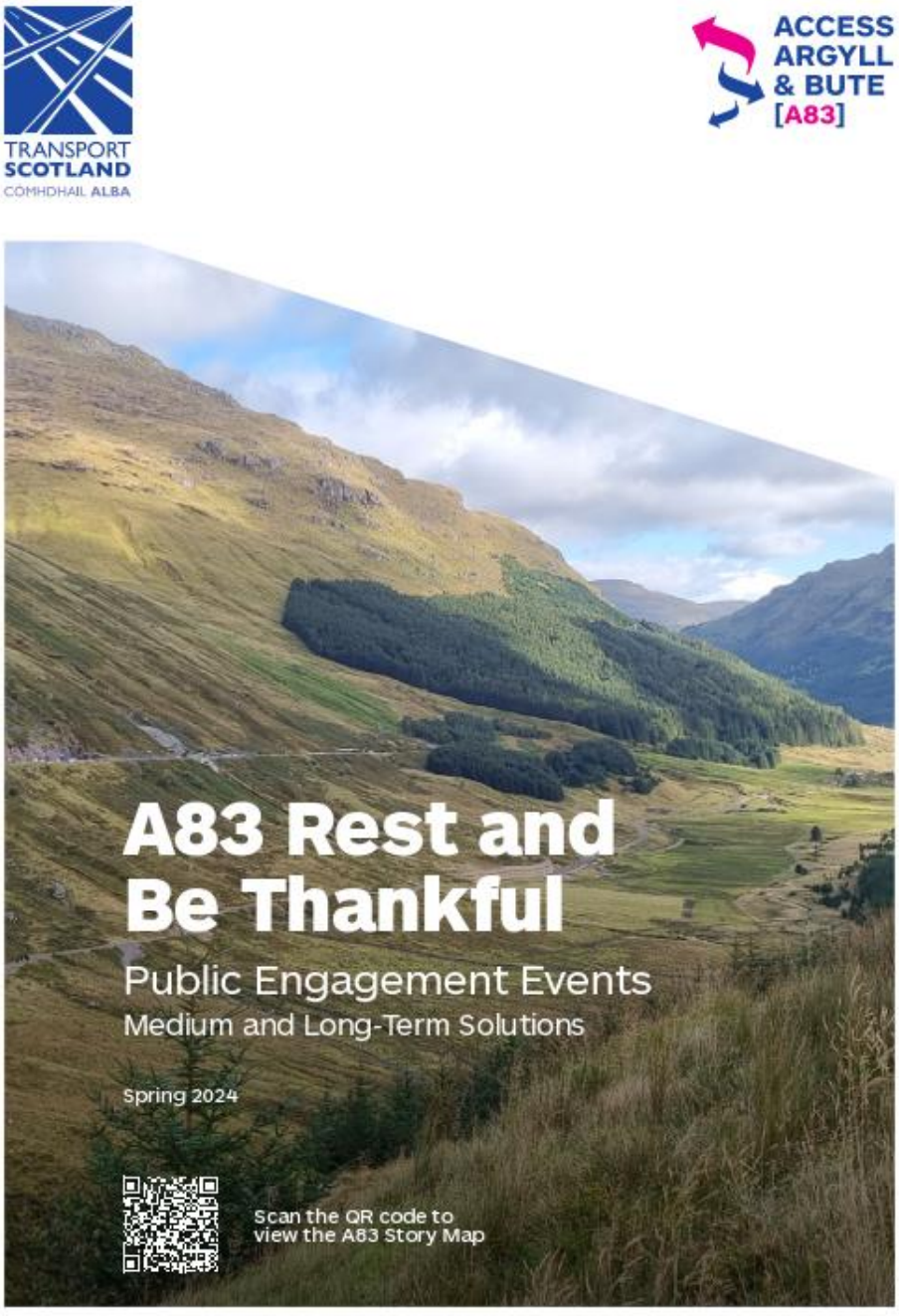
6.1.7. The feedback received will help inform the design development for the LTS and progress towards delivering the MTS. The aim is to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report towards the end of 2024.

6.1.8. Transport Scotland will continue to engage with key stakeholders and communities affected by the issues at the A83 Rest and Be Thankful. Information will be shared with stakeholders and communities across Argyll and Bute as the scheme develops through the online A83 Story Map.

Appendix A. Exhibition materials

This appendix includes copies of the A4 12-page brochure, the A4 two-page feedback form, the A4 poster and the A1 information boards.

A4 Brochure (printed and pdf online version)



Introduction

Transport Scotland has been taking forward the design development for the A83 Rest and Be Thankful scheme.

In June 2023, the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment preferred route exhibitions were held to seek public feedback on the permanent Long-Term Solution (LTS) and provide an update on the Medium-Term Solution (MTS).

This leaflet provides an update on the DMRB Stage 3 Assessment design development for the LTS and an update on the progress towards delivering the MTS.

Transport Scotland welcomes your comments and feedback to help inform the ongoing development of the proposed scheme. A feedback form is available at the public engagement event or online via the virtual exhibition room.

To view the virtual exhibition room scan the QR code or please visit:
pinpointcloud.co.uk/A83restandbethankful

Emerging design layout for the Long-Term Solution

Scheme objectives

The A83 Rest and Be Thankful 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

Design development

Since the announcement of the preferred route for the Long-Term Solution (LTS) the project team have been undertaking further design development work as part of the DMRB Stage 3 Assessment, including:

- Refinement of the A83 carriageway alignment
- Design of the B828 Glen Mhor local road junction
- Development of the debris flow shelter and protection wall design
- Refinement of the geotechnical aspects of the design, including further geohazard and rock-fall modelling
- Development of the proposals to minimise the impact on the environment, informed by various environmental surveys and field work
- Development of the proposals to mitigate impacts on the water environment, including sustainable drainage proposals
- Consideration of construction methodology to minimise disruption to road users during the construction phase
- Consideration of the proposals for the Rest and Be Thankful Car Park and Viewpoint

Ground investigation

On any major roads scheme, undertaking ground investigation work is an essential part of informing the scheme design. Ensuring that there is a comprehensive understanding of the ground conditions is of paramount importance at the Rest and Be Thankful.

The project team have reviewed a vast array of historic data from Glen Croe and have been liaising closely with the Trunk Road Operating Company on the ongoing monitoring and investigations.

To supplement this, more detailed, intrusive ground investigation works for both the MTS and LTS are being undertaken. The LTS ground investigation works will require temporary traffic management on the A83 to safely complete parts of the works in close proximity to the road.

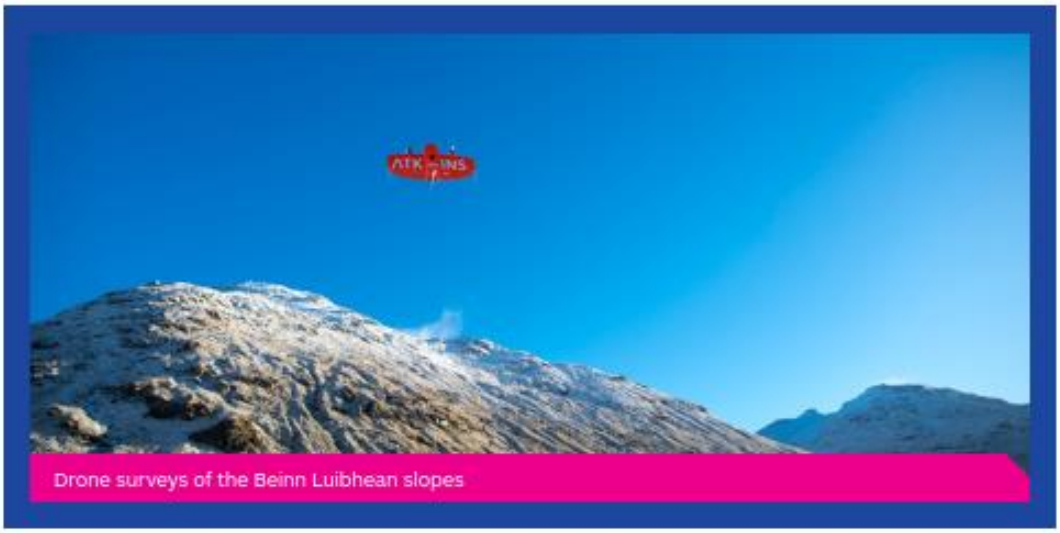
The outcomes from the site investigations will assist with the ongoing design work. These include providing further information and data on ground conditions, soil characteristics, geotechnical hazards and the surface water and groundwater regime.

Geotechnical samples being reviewed

Drone Surveys

In addition to the ground investigation intrusive surveys, the project team have also undertaken innovative drone surveys.

The drone surveys covered an extensive area within Glen Croe and repeat surveys will assist with monitoring the Beinn Luibhean slopes and watercourses adjacent to the A83 to inform the design development of the LTS.



Drone surveys of the Beinn Luibhean slopes

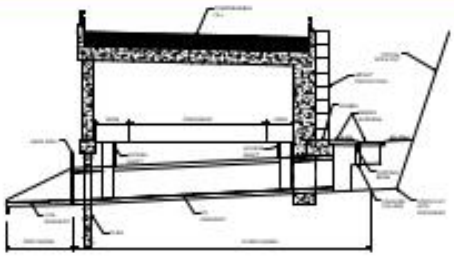
Debris flow shelter

The debris flow shelter forms an integral part of the proposed scheme. Since announcing the preferred route in June 2023 design development work has continued at pace.

The structure is technically complex and requires input from a wide range of global design specialists. Some aspects currently under development include:

- Structural and geotechnical loading on the structure (to safely mitigate impacts from debris flow events and boulder impact).
- The design of the catch-pit to capture material and avoid direct landslide impacts to the structure (mitigating impacts to the water environment and culverts required below the structure).
- Aesthetics and how best to integrate the structure into the surrounding landscape (consideration of slanted columns, potential for a green roof).
- The potential for day and or night-time lighting within the structure (taking into consideration the geographical location and changes in natural light during different seasons).
- Operational requirements (procedures and requirements in the event of an incident or breakdown) and how debris material can be safely and efficiently removed from the catch-pit following a landslip.
- A fire safety assessment to identify and mitigate potential fire risks and hazards. This includes ongoing consultation with emergency services.
- Construction phasing and sequencing which includes consideration of hillside geotechnical monitoring, traffic management requirements, the use of modular construction and pre-cast units etc. Constructability work done to date indicates it is likely that the A83 will need to be closed for a significant period during the construction phase, with traffic diverted to the Old Military Road.

Alternative slanted columns currently being reviewed



Draft emerging cross section for debris flow shelter

Environment

Aerial image of A83 and Old Military Road looking south east

The project team have been undertaking a wide range of environmental surveys and building a picture of the landscape in Glen Croe since the scheme began.

The **surveys** captured important environmental data which serves an essential purpose to inform the **Environmental Impact Assessment (EIA)**, which is currently underway.

The information and data obtained from the surveys, public exhibitions and ongoing engagement with key statutory environmental consultees will be used to ensure the scheme **minimises and mitigates environmental impacts,** wherever possible. This includes acknowledging the importance of the cultural heritage in the study area.

The project team are also considering potential **Bio-Diversity Net Gain (BNG)** and **Natural Capital** benefits the scheme could deliver. This could include woodland creation or improvements to watercourses.

These benefits would aim to align with the Scottish Government's aspirations set out in **National Planning Framework 4 (NPF4)** and the **Loch Lomond and Trossachs National Park (LLTNP) Partnership Plan.**

Glen Croe 'Rest and Be Thankful' Stone

Car park: Overview

The Rest and Be Thankful Car Park and Viewpoint at the north end of Glen Croe forms a key component of the proposed scheme.

To inform the design work and the ongoing DMRB Stage 3 Assessment, we have been engaging with the **A83 Taskforce**, **Argyll and Bute Council**, **Forestry and Land Scotland**, key environmental stakeholders (e.g. **Loch Lomond and Trossachs National Park Authority**), bus operators and landowners.

Consultation with key stakeholders aims to ensure that the proposals for the car park meet different user group aspirations wherever practicable.

Car park surveys were undertaken in November 2023 and February 2024 resulting in the completion of **182 questionnaires**.

These surveys are starting to build a picture of the existing usage of the car park, including the origin and destination of journeys, the primary purpose for journeys (e.g. work, leisure), the purpose for stopping at the car park (e.g. taking a rest, looking at the view) and modes of transport (e.g. car, van, bus). The surveys are also capturing comments on future aspirations for the car park.

The project team will be undertaking further surveys and questionnaires in the coming months to ensure we understand any changes in usage throughout the year. The outcomes of the surveys and questionnaires will inform the ongoing design development work.

Rest and Be Thankful Car Park and Viewpoint

Car park: Progress

The design of the car park and viewpoint is ongoing. The final layout will be informed by consultation with key stakeholders, on site surveys and feedback received as part of this public engagement event.

The draft layout of the emerging car park design is provided below and includes aspirations to:

- Connect the car park to the B828 Glen Mhor local road, including access to an improved junction layout to and from the A83
- Improve safety to reduce the number of junctions and conflicts between traffic, as well as improving visibility for road users
- Improve the bus stop and bus turning facility, improve the gradient and integrate this within the car park
- Retain the existing layout, parking capacity, aesthetic and rural feel, recognising the significant topographical constraints and impacts associated with extending or increasing the size of the car park.

Draft layout of the emerging car park design

Transport Scotland would be grateful for your feedback on the draft emerging car park and viewpoint layout, and would like to hear your views on the following two items:

- Tell us what you think about the existing car park?
- What opportunities should be considered at the car park?

Your feedback is appreciated. It will assist the design team to identify the preferred layout of the car park and viewpoint.

A feedback form is available at the public engagement event or online via the virtual exhibition room:

pinpointcloud.co.uk/A83restandbethankful

Medium-term solution: Overview

The purpose of the Medium-Term Solution (MTS) is to deliver a safe, proportionate and more resilient diversion route along the Old Military Road (OMR) when the A83 is closed.

The interventions will be in place prior to the construction of the Long-Term Solution (LTS) and reduce disruption to road users during the construction of the debris flow shelter.

Phase 1

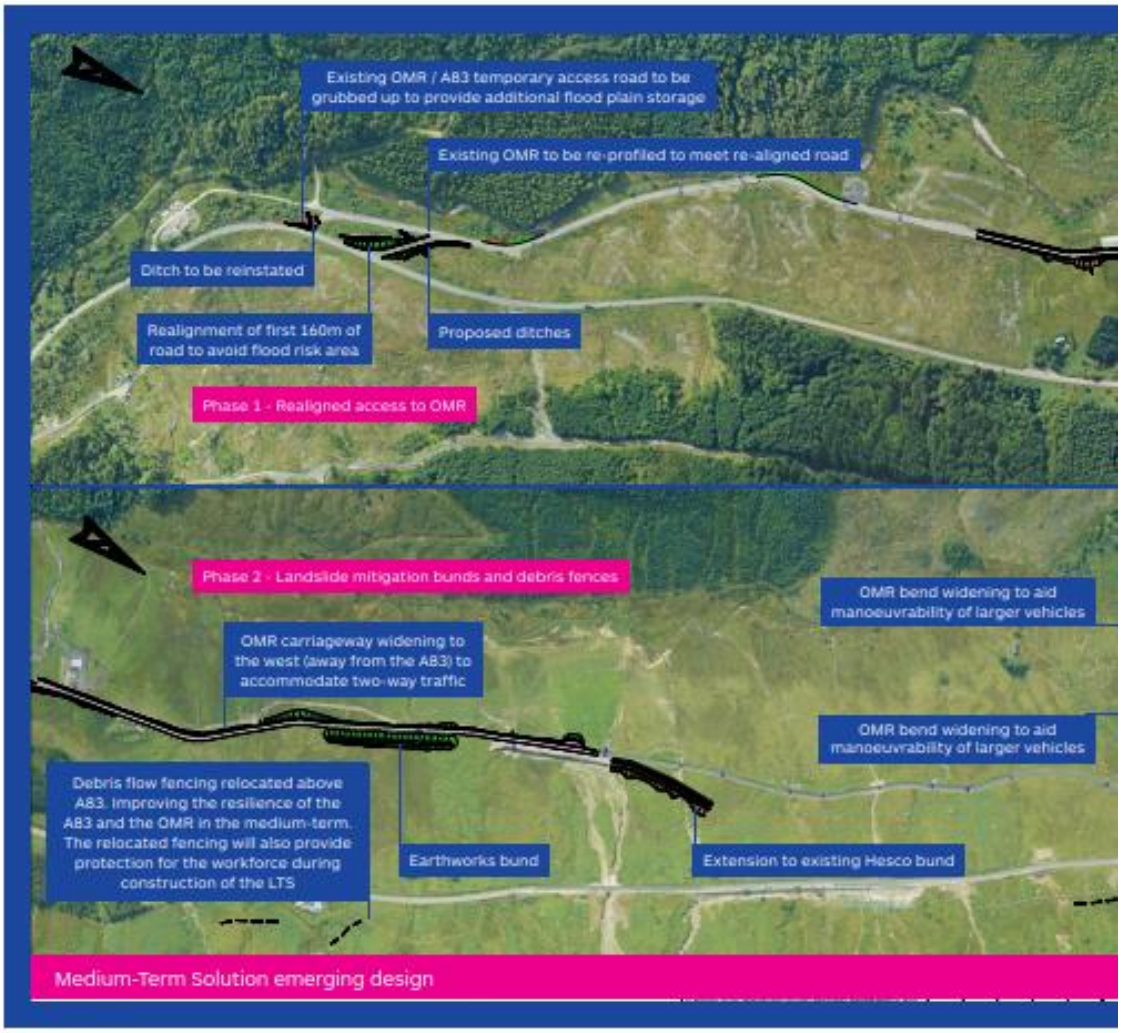
Realign the OMR at the southern end at its junction with the A83 avoiding the area prone to flooding. This work is well underway.

Phase 2

Landslide mitigation including bunds and debris fences as well as drainage improvements and discrete widening of bends.

Phase 3

Extend the length of road available for two-way traffic.



Medium-Term Solution emerging design

Medium-term solution: Progress

Phase 1 construction works

Old Military Road

Phase 1 A83 and OMR southern junction realignment

- The detailed design is complete, informed by ground investigation fieldwork.
- Following the commencement of preparatory works in December 2023, construction work is progressing well and, subject to weather, is scheduled for completion this Spring.

Phase 2 Landslide mitigation, drainage improvements and widening of bends on OMR

- Design work is well advanced and will be informed by the detailed ground investigation works.
- A key design change is the relocation of debris flow fences to above the A83 improving the resilience of the A83 and the OMR in the medium-term. The relocated fencing will also provide protection for the workforce during the construction of the LTS.

Phase 3 extension of two-way width on the OMR

- Design work is well advanced and will be informed by the ground investigation works.
- The extension of the OMR for two-way widening and a reduction in the length of convoy operation results in average journey times reducing by one third (approximately 10 minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term (during the LTS construction).

The aim is to deliver Phases 2 and 3 as quickly as possible, subject to ongoing ground investigations and obtaining the necessary consents.

What happens next?

Following the public engagement event, the comments and feedback received will be considered as part of the further development of the Long-Term Solution (LTS). The DMRB Stage 3 Assessment will be concluded and an Environmental Impact Assessment undertaken.

This work will allow the identification of the land required for the scheme, preparation of draft Orders and the publication of the Environmental Impact Assessment Report (EIAR).

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

After publication, there will be a statutory objection period associated with the draft Orders and the EIAR. During this period, there will be another public exhibition event to display all the information.

Should there be objections to the draft Orders which we cannot resolve, there may be a need for a Public Local Inquiry (PLI). Progress after publishing the draft Orders will depend on the formal comments received on the proposals.

Comments and feedback

Transport Scotland welcomes your comments and feedback.

Comments can be made via the online feedback form.

Comments can also be sent via email to: **A83@wsp.com**

Alternatively post to:
A83 Rest and Be Thankful Team,
AtkinsRéalis WSP Joint Venture,
110 Queen Street, Glasgow, G1 3BX

Further information

If you would like to contact AtkinsRéalis WSP Joint Venture, details for their stakeholder team are:

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

By post: A83 Rest and Be Thankful Team,
AtkinsRéalis WSP Joint Venture,
110 Queen Street, Glasgow, G1 3BX

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

pinpointcloud.co.uk/A83restandbethankful

Transport Scotland will consider your comments and feedback to help inform the design development of the LTS and progress towards the MTS. All submissions will be shared with our technical advisers as required. We may also use your submission to inform future reports or public documents related to this activity.

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

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

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

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

Please take the time to consider the information presented and provide any comments you may have as soon as possible and by **10 May 2024.**

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

A4 Feedback Form – Page 1 (printed and pdf online version)

A83 Rest and Be Thankful

ACCESS ARGYLL & BUTE [A83]

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

PUBLIC ENGAGEMENT EVENTS
Medium and long-term solutions

Feedback form

Thank you for visiting our A83 Rest and Be Thankful public engagement event for the design development of the long-term solution and progress towards the medium-term solution.

We would be grateful if you could take the time to provide feedback or any comments you may have on the material presented and return this form to us by email or post (details on the reverse) by **10 May 2024**.

Transport Scotland will use the content of your feedback form to help inform the DMRB Stage 3 Assessment. All completed feedback forms will be shared with our technical advisers AtkinsRéalis WSP Joint Venture (AWJV).

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

1. **We would appreciate your feedback on the long-term solution.**

A4 Feedback Form – Page 2 (printed and pdf online version)

2. **We would appreciate your feedback on the medium-term solution.**

3. **Please provide your feedback on how the long-term solution fits with the landscape. Please list the top three things that you consider important to you in how you interact with the landscape at the A83 Rest and Be Thankful.**

4. **Please provide your feedback on the emerging proposals for the Rest and Be Thankful Car Park and Viewpoint.**
   a) **Tell us what you think about the existing car park?**
   b) **What opportunities should be considered at the car park?**

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

Please email or post your completed feedback form by **10 May 2024** to the project team.

Email to: **A83@WSP.com**

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

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

pinpointcloud.co.uk/A83restandbethankful

Transport Scotland will consider your comments and feedback to help inform the design development for the long-term solution and progress towards delivering the medium-term solution. All submissions will be shared with our technical advisers as required. We may also use your submission to inform future reports or public documents related to this activity.

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A4 Poster (printed and pdf online version)

A83 Rest and Be Thankful

ACCESS ARGYLL & BUTE [A83]

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

PUBLIC ENGAGEMENT EVENTS

Medium and long-term solutions

View of Glen Croe looking east towards the Cobbler

Public engagement events are being held from 18 to 21 March 2024.

These events will provide local communities and road users the opportunity to see and comment on the design development for the long-term solution and on the progress towards delivering the medium-term solution.

Transport Scotland staff and their technical advisors, AtkinsRéalis WSP Joint Venture (AWJV), will be available to discuss the updates on the proposed scheme and answer any questions.

To view the virtual exhibition room, please visit:
pinpointcloud.co.uk/A83restandbethankful

or email:
a83@wsp.com

Details of the events are as follows:

South Kintyre Development Trust Hall,
32 Kirk Street, Campbeltown, PA28 6BL
Monday 18 March, 10am to 4pm

Lochgilphead Baptist Church,
Union Street, Lochgilphead, PA31 8LP
Tuesday 19 March, 12 noon to 7pm

Lochgoilhead Village Hall,
8 Hall Road, Lochgoilhead, PA24 8AQ
Wednesday 20 March, 10am to 4pm

Three Villages Hall,
Shore Road, Arrochar, G83 7AB
Thursday 21 March, 10am to 4pm

A1 Information Boards (printed and pdf online version)

A83 Rest and Be Thankful: Public Engagement Events

ACCESS ARGYLL & BUTE [A83]

Welcome

Welcome to this public engagement event for the A83 Rest and Be Thankful scheme.

In June 2023, we held the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment preferred route exhibitions for the permanent, Long-Term Solution (LTS), to seek public feedback. These exhibitions also provided an update on progress towards delivering the Medium-Term Solution (MTS).

We are here today to provide you with an update on the DMRB Stage 3 Assessment design development for the LTS and the progress towards delivering the MTS.

We are looking for further comment and feedback for both the LTS and MTS that will help inform the ongoing development of the proposed scheme.

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 scheme.

AtkinsRéalis WSP

Further information can be found on the A83 Story Map, please scan the QR code

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

View of Glen Croe looking east towards the Cobbler

TRANSPORT SCOTLAND
COMHDHAIL ALBA

ACCESS ARGYLL & BUTE [A83]

Scheme objectives

The A83 Rest and Be Thankful 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

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

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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

Emerging design layout for the Long-Term Solution

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ACCESS ARGYLL & BUTE [A83]

Ground investigation

On any major roads scheme, undertaking ground investigation work is an essential part of informing the scheme design. Ensuring that there is a comprehensive understanding of the ground conditions is of paramount importance at the Rest and Be Thankful.

The project team have reviewed a vast array of historic data from Glen Croe and have been liaising closely with the Trunk Road Operating Company on the ongoing monitoring and investigations.

To supplement this, more detailed, intrusive ground investigation works for both the Medium-Term Solution (MTS) and Long-Term Solution (LTS) are being undertaken. The LTS ground investigation works will require temporary traffic management on the A83 to safely complete parts of the works in close proximity to the road.

The outcomes from the site investigations will assist with the ongoing design work. These include providing further information and data on ground conditions, soil characteristics, geotechnical hazards and the surface water and groundwater regime.

Geotechnical samples being reviewed

Drone surveys

In addition to the ground investigation intrusive surveys, the project team have also undertaken innovative drone surveys.

The drone surveys covered an extensive area within Glen Croe and repeat surveys will assist with monitoring the Beinn Luibhean slopes and watercourses adjacent to the A83 to inform the design development of the LTS.

Drone surveys of the Beinn Luibhean slopes

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ACCESS ARGYLL & BUTE [A83]

Design development

Since the announcement of the preferred route for the Long-Term Solution (LTS) the project team have been undertaking further design development work as part of the DMRB Stage 3 Assessment, including:

- Refinement of the A83 carriageway alignment
- Design of the B828 Glen Mhor local road junction
- Development of the debris flow shelter and protection wall design
- Refinement of the geotechnical aspects of the design, including further geohazard and rock-fall modelling
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- Consideration of construction methodology to minimise disruption to road users during the construction phase
- Consideration of the proposals for the Rest and Be Thankful Car Park and Viewpoint

Further details on some aspects of design development are available on the following panels.

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ACCESS ARGYLL & BUTE [A83]

Debris flow shelter

The debris flow shelter forms an integral part of the proposed scheme. Since announcing the preferred route in June 2023 design development work has continued at pace.

The structure is technically complex and requires input from a wide range of global design specialists. Some aspects currently under development include:

- Structural and geotechnical loading on the structure (to safely mitigate impacts from debris flow events and boulder impact).
- The design of the catch-pit to capture material and avoid direct landslide impacts to the structure (mitigating impacts to the water environment and culverts required below the structure).
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- The potential for day and or night-time lighting within the structure (taking into consideration the geographical location and changes in natural light during different seasons).
- Operational requirements (procedures and requirements in the event of an incident or breakdown) and how debris material can be safely and efficiently removed from the catch-pit following a landslip.
- A fire safety assessment to identify and mitigate potential fire risks and hazards. This includes ongoing consultation with emergency services.
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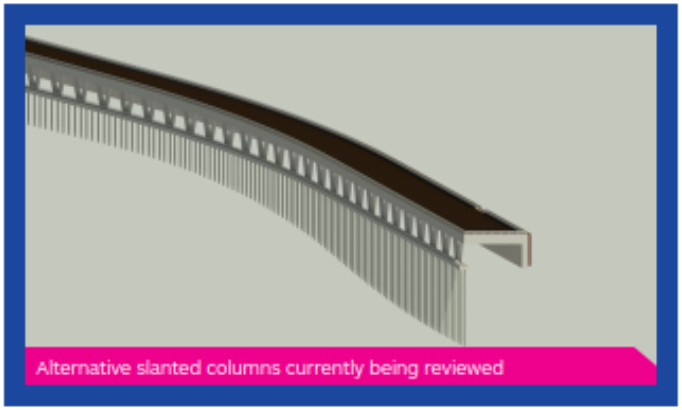
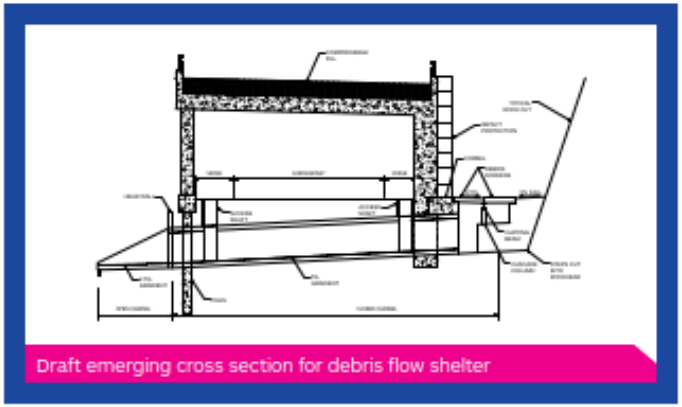


Alternative slanted columns currently being reviewed



Draft emerging cross section for debris flow shelter

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

ACCESS ARGYLL & BUTE [A83]

Environment

The project team have been undertaking a wide range of environmental surveys and building a picture of the landscape in Glen Croe since the scheme began.

The surveys captured important environmental data which serves an essential purpose to inform the Environmental Impact Assessment (EIA), which is currently underway.

The information and data obtained from the surveys, public exhibitions and ongoing engagement with key statutory environmental consultees will be used to ensure the scheme minimises and mitigates environmental impacts, wherever possible. This includes acknowledging the importance of the cultural heritage in the study area.

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Aerial image of A83 and Old Military Road looking south east

Glen Croe 'Rest and Be Thankful' Stone

TRANSPORT SCOTLAND
COMHDHAIL ALBA

ACCESS ARGYLL & BUTE [A83]

Car park: Overview

The Rest and Be Thankful Car Park and Viewpoint at the north end of Glen Croe forms a key component of the proposed scheme.

To inform the design work and the ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment, we have been engaging with the A83 Taskforce, Argyll and Bute Council, Forestry and Land Scotland, key environmental stakeholders (e.g. Loch Lomond and Trossachs National Park Authority), bus operators and landowners.

Consultation with key stakeholders aims to ensure that the proposals for the car park meet different user group aspirations wherever practicable.

Car park surveys were undertaken in November 2023 and February 2024 resulting in the completion of 182 questionnaires.

These surveys are starting to build a picture of the existing usage of the car park, including the origin and destination of journeys, the primary purpose for journeys (e.g. work, leisure), the purpose for stopping at the car park (e.g. taking a rest, looking at the view) and modes of transport (e.g. car, van, bus). The surveys are also capturing comments on future aspirations for the car park.

The project team will be undertaking further surveys and questionnaires in the coming months to ensure we understand any changes in usage throughout the year. The outcomes of the surveys and questionnaires will inform the ongoing design development work.

Rest and Be Thankful Car Park and Viewpoint

Rest and Be Thankful Car Park and Viewpoint

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

ACCESS ARGYLL & BUTE [A83]

Car park: Progress

The design of the car park and viewpoint is ongoing. The final layout will be informed by consultation with key stakeholders, on site surveys and feedback received as part of this public engagement event.

The draft layout of the emerging car park design is provided below and includes aspirations to:

- Connect the car park to the B828 Glen Mhor local road, including access to an improved junction layout to and from the A83
- Improve safety to reduce the number of junctions and conflicts between traffic, as well as improving visibility for road users
- Improve the bus stop and bus turning facility, improve the gradient and integrate this within the car park
- Retain the existing layout, parking capacity, aesthetic and rural feel, recognising the significant topographical constraints and impacts associated with extending or increasing the size of the car park.

Draft layout of the emerging car park design

Transport Scotland would be grateful for your feedback on the draft emerging car park and viewpoint layout, and would like to hear your views on the following two items:

- Tell us what you think about the existing car park?
- What opportunities should be considered at the car park?

Your feedback is appreciated. It will assist the design team to identify the preferred layout of the car park and viewpoint.

A feedback form is available at the public engagement event or online via the virtual exhibition room:

pinpointcloud.co.uk/A83restandbethankful

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

ACCESS ARGYLL & BUTE [A83]

Medium-term solution: Overview

The purpose of the Medium-Term Solution (MTS) is to deliver a safe, proportionate and more resilient diversion route along the Old Military Road (OMR) when the A83 is closed. The interventions will be in place prior to the construction of the Long-Term Solution (LTS) and reduce disruption to road users during the construction of the debris flow shelter.

The objectives of the MTS are:

- Increase resilience of a temporary diversion route by reducing the likelihood of closure due to landslides, flooding, or other incidents
- Maximise the operational benefits of a temporary diversion route, for all vehicles, by providing a route that achieves a proportionate balance of time to implement, cost and impact
- Reduce the likelihood of accidents on a temporary diversion route

The MTS interventions are currently split into three phases:

Phase 1

Realign the OMR at the southern end at its junction with the A83 avoiding the area prone to flooding. This work is well underway.

Phase 2

Landslide mitigation including bunds and debris fences as well as drainage improvements and discrete widening of bends.

Phase 3

Extend the length of road available for two-way traffic.

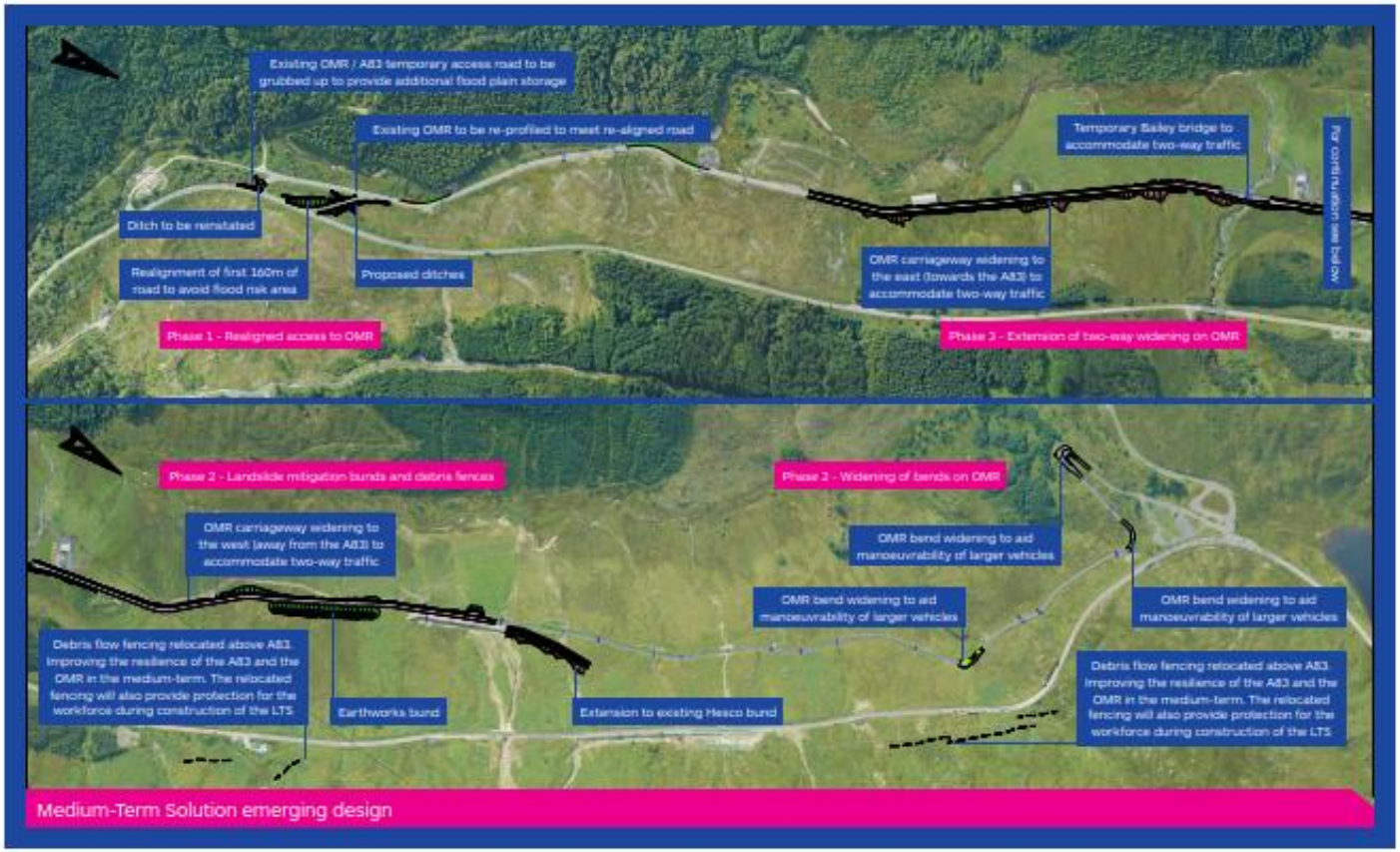
Northern end of the Old Military Road

Hesco bund on the Old Military Road

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

ACCESS ARGYLL & BUTE [A83]

Medium-term solution: Overview



TRANSPORT SCOTLAND
COMHDHAIL ALBA

ACCESS ARGYLL & BUTE [A83]

Medium-term solution: Progress

Phase 1 – A83 and Old Military Road (OMR) southern junction realignment

- The detailed design is complete, informed by ground investigation fieldwork.
- Following the commencement of preparatory works in December 2023, construction work is progressing well and, subject to weather, is scheduled for completion this Spring.

Phase 2 – landslide mitigation, drainage improvements and widening of bends on OMR

- Design work is well advanced and will be informed by the detailed ground investigation works.
- A key design change is the relocation of debris flow fences to above the A83 improving the resilience of the A83 and the OMR in the medium-term. The relocated fencing will also provide protection for the workforce during the construction of the LTS.

Phase 3 – extension of two-way width on the OMR

- Design work is well advanced and will be informed by the ground investigation works.
- The extension of the OMR for two-way widening and a reduction in the length of convoy operation results in average journey times reducing by one third (approximately 10 minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term (during the LTS construction).

The aim is to deliver Phases 2 and 3 as quickly as possible, subject to ongoing ground investigations and obtaining the necessary consents.

Phase 1 construction works

Old Military Road

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

ACCESS ARGYLL & BUTE [A83]

What happens next?

Following the public engagement event, the comments and feedback received will be considered as part of the further development of the Long-Term Solution (LTS). The DMRB Stage 3 Assessment will be concluded and an Environmental Impact Assessment undertaken.

This work will allow the identification of the land required for the scheme, preparation of draft Orders and the publication of the Environmental Impact Assessment Report (EIAR).

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

After publication, there will be a statutory objection period associated with the draft Orders and the EIAR. During this period, there will be another public exhibition event to display all the information.

Should there be objections to the draft Orders which we cannot resolve, there may be a need for a Public Local Inquiry (PLI). Progress after publishing the draft Orders will depend on the formal comments received on the proposals.

Panoramic view of Glen Croe looking towards Beinn Luibhean slopes

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Comments and feedback

Transport Scotland welcomes your comments and feedback on the information presented here today and will use this to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment.

Feedback forms can be submitted here today, by email, post or online via the virtual exhibition room.

Please take time to consider the information and provide any comments you may have as soon as possible and by 10 May 2024.


A83 Rest and Be Thankful

PUBLIC ENGAGEMENT EVENTS

Feedback form

Your details (optional)

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

Please email your comments to:
A83@wsp.com

Or by post to:
A83 Rest and Be Thankful Team,
AtkinsRéalis WSP Joint Venture,
110 Queen Street,
Glasgow, G1 3BX

Feedback forms are also available on the Transport Scotland website and the A83 Story Map. Should you have any specific accessibility requirements, the summary leaflet and information panels presented at today's event can be made available in an appropriate format on request by contacting the project team.

Transport Scotland will consider your comments and feedback to help inform the design development of the LTS and progress towards the MTS. All submissions will be shared with our technical advisers as required. We may also use your submission to inform future reports or public documents related to this activity.

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

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

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

Contact details

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

Tel: 0131 316 8293 **Email:** A83@wsp.com
By post: A83 Rest and Be Thankful Team, AtkinsRéalis WSP Joint Venture, 110 Queen Street, Glasgow, G1 3BX

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

pinpointcloud.co.uk/A83restandbethankful

ACCESS ARGYLL & BUTE [A83]

TRANSPORT SCOTLAND
CONHDHAIL ALBA

Appendix B. Poster recipients

This table features a list of the general type of venues that were sent a poster promoting the public engagement events.

Recipients
Libraries
Customer Service Points
Education Centres
Halls
Churches
Other Community Groups
Shops

Appendix C. Stakeholder list

This table lists the stakeholder groups which were issued an invite, making them aware of the public engagement events.

Stakeholder Groups
Statutory Consultees
Elected Representatives
Rest and Be Thankful Campaign Group
Transport
Schools
Environmental and Historic
Non-Motorised Users
Community Councils
Community Trusts
Business Groups
Landowners
Environmental Steering Group
Emergency Services
Contacts received via June 2023 engagement

Appendix D. Stakeholder emails

This appendix includes a copy of the email which was issued to stakeholders making them aware of the public engagement events and also the acknowledgement email which was issued on receipt of emails sent to the A83 mailbox.

Email issued to stakeholders:

Good morning,

A83 Rest and Be Thankful

We are contacting you to let you know that public engagement events are being held for the A83 Rest and Be Thankful scheme.

The events will provide local communities and road users the opportunity to see and comment on the design development for the long-term solution and on the progress towards delivering the medium-term solution.

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

Details of the events are as follows:

Monday 18 March, 10am to 4pm

South Kintyre Development Trust Hall, 32 Kirk Street, Campbeltown, PA28 6BL

Tuesday 19 March, 12 noon to 7pm

Lochgilphead Baptist Church, Union Street, Lochgilphead, PA31 8LP

Wednesday 20 March, 10am to 4pm

Lochgoilhead Village Hall, 8 Hall Road, Lochgoilhead, PA24 8AQ

Thursday 21 March, 10am to 4pm

Three Villages Hall, Shore Road, Arrochar, G83 7AB

Transport Scotland staff and their technical advisers Atkins Réalis WSP Joint Venture (AWJV) will be on hand at the events to assist you with any queries you may have and talk you through any aspects of the scheme.

Your feedback will help to inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment for the long-term solution and the ongoing development of the medium-term solution.

A virtual exhibition room will also go live on 18 March for anyone unable to attend the in-person events and can be found here **pinpointcloud.co.uk/A83restandbethankful**

Please provide any comments and feedback you may have by **10 May 2024** via post, email or via the online feedback form which can be found in the virtual exhibition room.

For further information, please visit the A83 Story Map

If you no longer wish to receive updates regarding the scheme, please email the project team on A83@wsp.com

Yours faithfully

Atkins Réalis WSP Joint Venture (AWJV) Stakeholder Team

Email issued to acknowledge stakeholder emails:

Dear X,

Thank you for your email in relation to the A83 Rest and Be Thankful scheme.

Your feedback has been received by the Project Team for consideration and a response will be issued in due course.

Kind regards,

Appendix E. Social media posts

This appendix includes copies of the social media posts which were issued across Transport Scotland social media channels including Facebook, X, LinkedIn and Instagram on the following dates:

- 29 February 2024
- 18 March 2024
- 20 March 2024
- 18 April 2024

Facebook post on 29 February 2024

Transport Scotland
29 Feb ·

This March - public engagement events on the medium and long term solutions for the #A83 #RestAndBeThankful.

- 18th - #Campbeltown
- 19th - #Lochgilphead
- 20th - #Lochgoilhead
- 21st - #Arrochar

Come along and have your say.

Full details ➡️ https://bit.ly/3SVBOzl

The events will give local communities and road users the opportunity to meet the designers, as well as view and comment on the design development and the progress towards delivering the medium-term improvements along the Old Military Road.

Facebook post on 18 March 2024

Transport Scotland
18 Mar ·

A series of #A83 public engagement events starts today, in #Campbeltown.

They will let the public see the progress being made in developing a long-term solution to the landslip risks at the #RestAndBeThankful.

This will include updates on:

🔷 the work to design a debris flow shelter to protect the road and users from future landslides

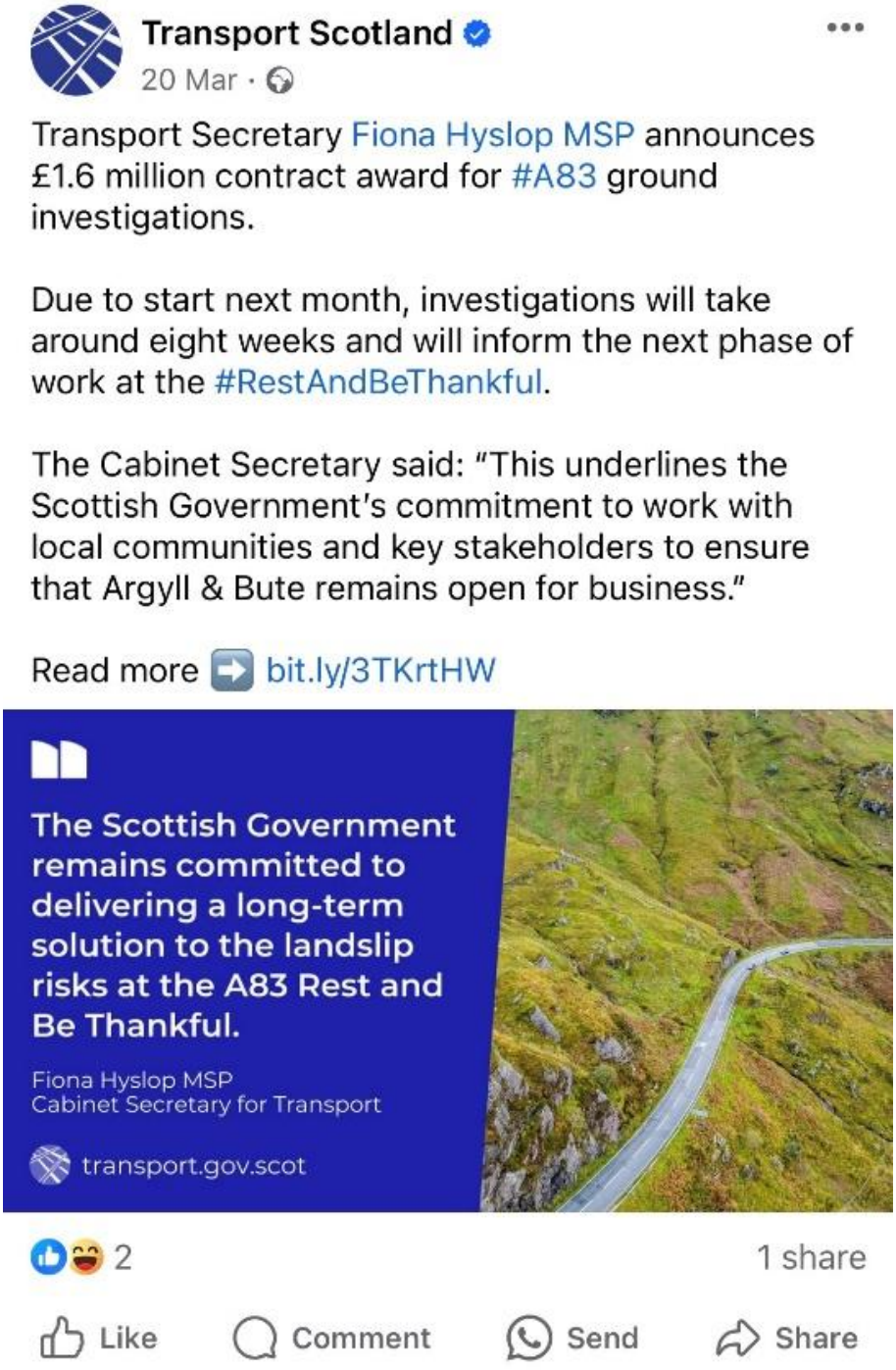
🔷 our plans for the car park/viewpoint

Read more ➡️ https://bit.ly/43kClPY

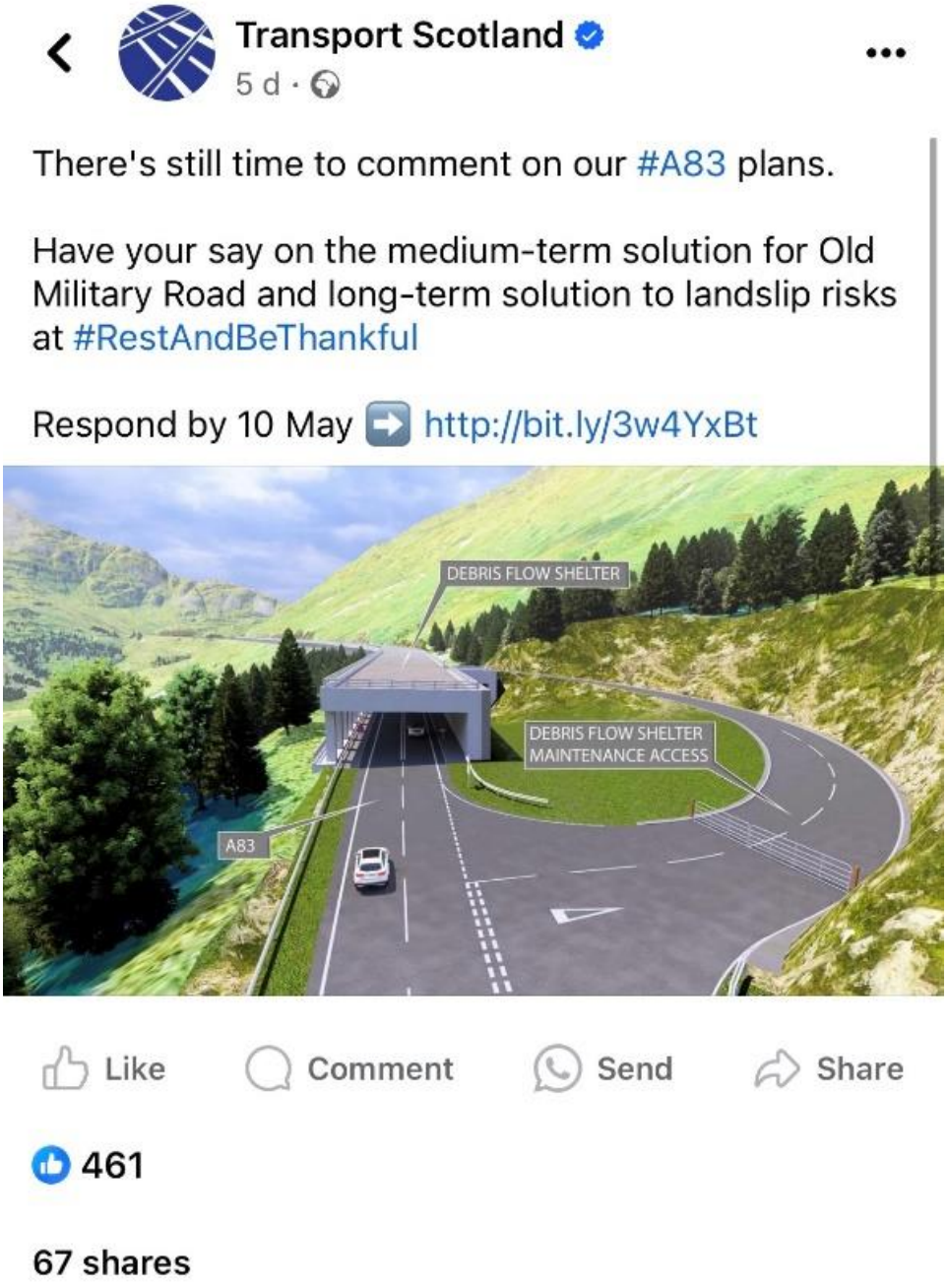
A virtual exhibition is also live.

Transport Secretary Fiona Hyslop said: "All of this underlines the Scottish Government's commitment to keep people informed of the work underway and also to work with key stakeholders and local communities to ensure that #ArgyllAndBute remains open for business."

Facebook post on 20 March 2024

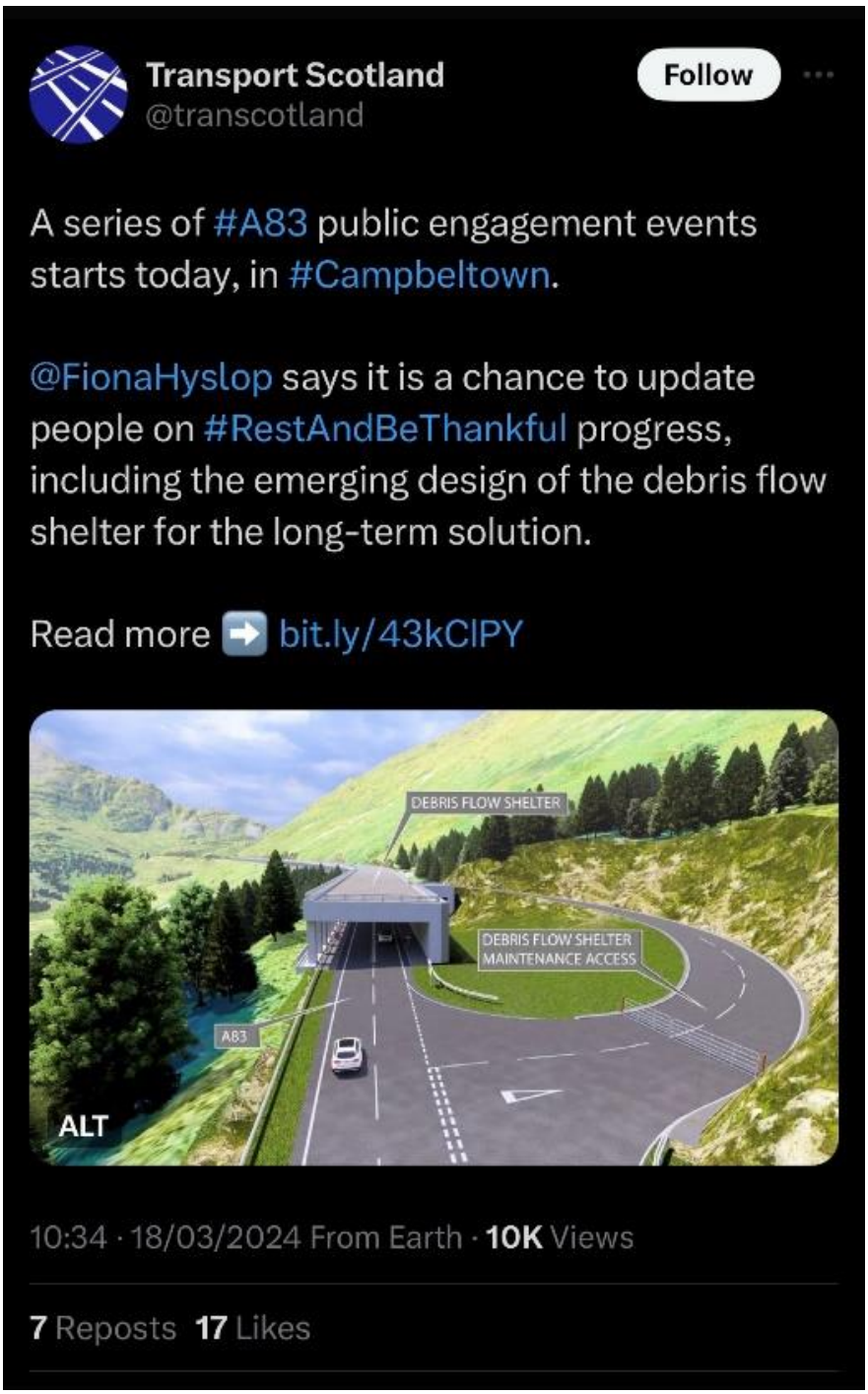


Facebook post on 18 April 2024

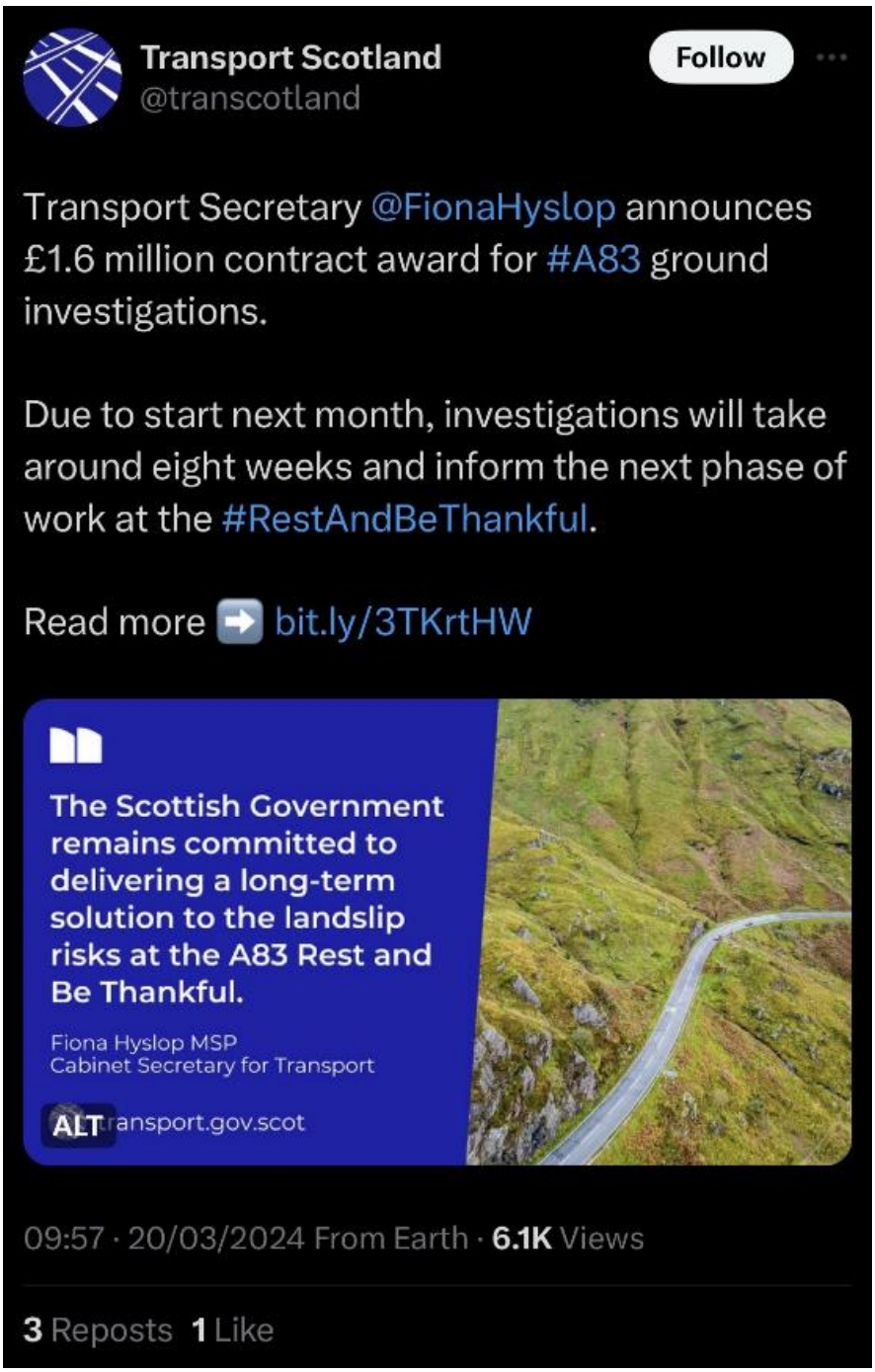


X post on 29 February 2024

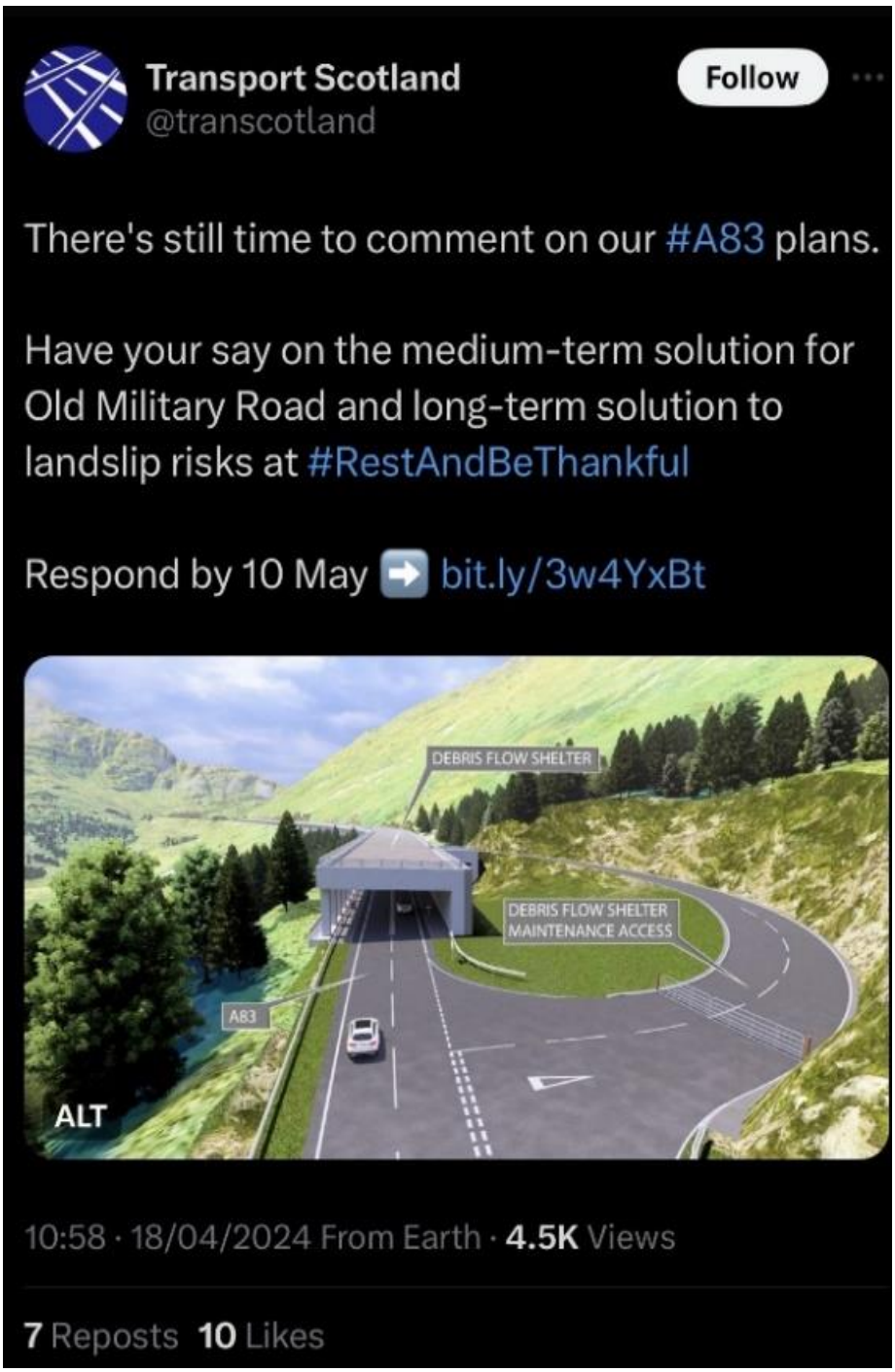
X post on 18 March 2024



X post on 20 March 2024



X post on 18 April 2024



LinkedIn post on 18 March 2024

Transport Scotland
18,941 followers
3mo •

+ Follow ···

A series of #A83 public engagement events starts today, in #Campbeltown.

They will let the public see the progress being made in developing a long-term solution to the landslip risks at the #RestAndBeThankful.

This will include updates on:

🔷 the work to design a debris flow shelter to help protect the road and users from future landslides

🔷 our plans for the car park/viewpoint

Read more ➡ https://lnkd.in/ejvHGKn2

A virtual exhibition is also live.

Transport Secretary Fiona Hyslop said: "All of this underlines the Scottish Government's commitment to keep people informed of the work underway and also to work with key stakeholders and local communities to ensure that #ArgyllAndBute remains open for business."

LinkedIn post on 18 April 2024

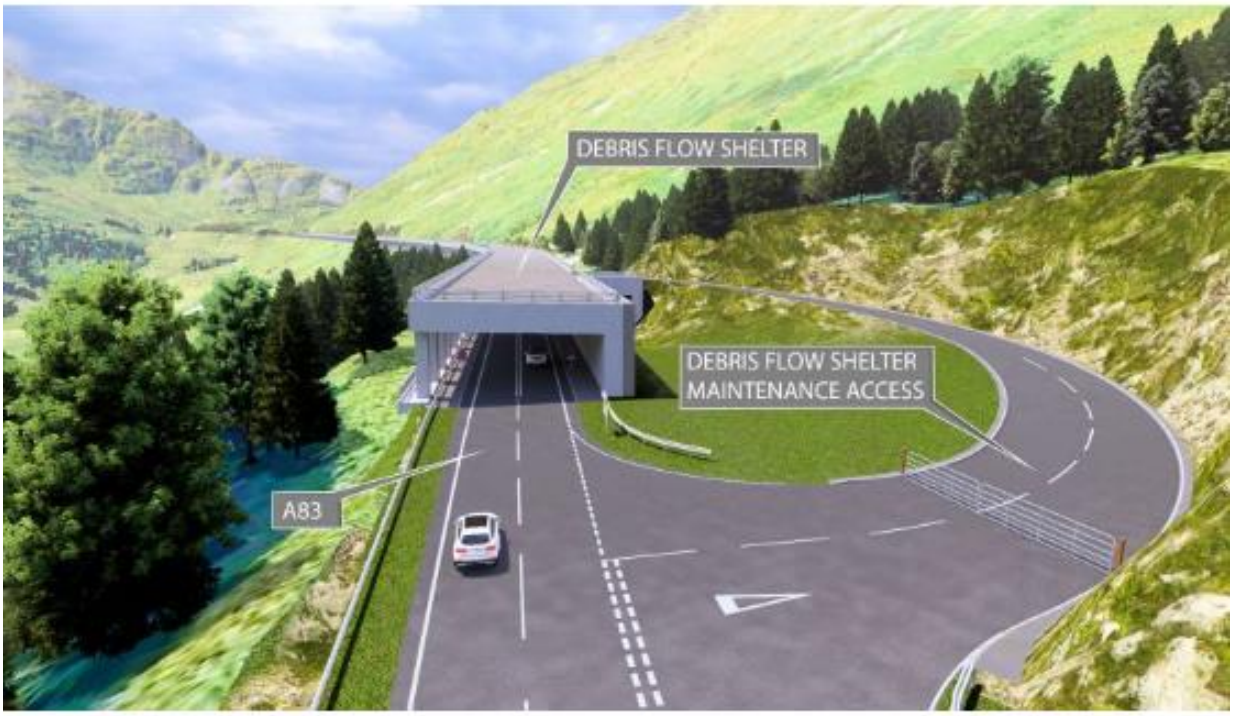
Transport Scotland
18,941 followers
2mo •

+ Follow ···

There's still time to comment on our #A83 plans.

Have your say on the medium-term solution for Old Military Road and long-term solution to landslip risks at #RestAndBeThankful

Respond by 10 May ➡ bit.ly/3w4YxBt



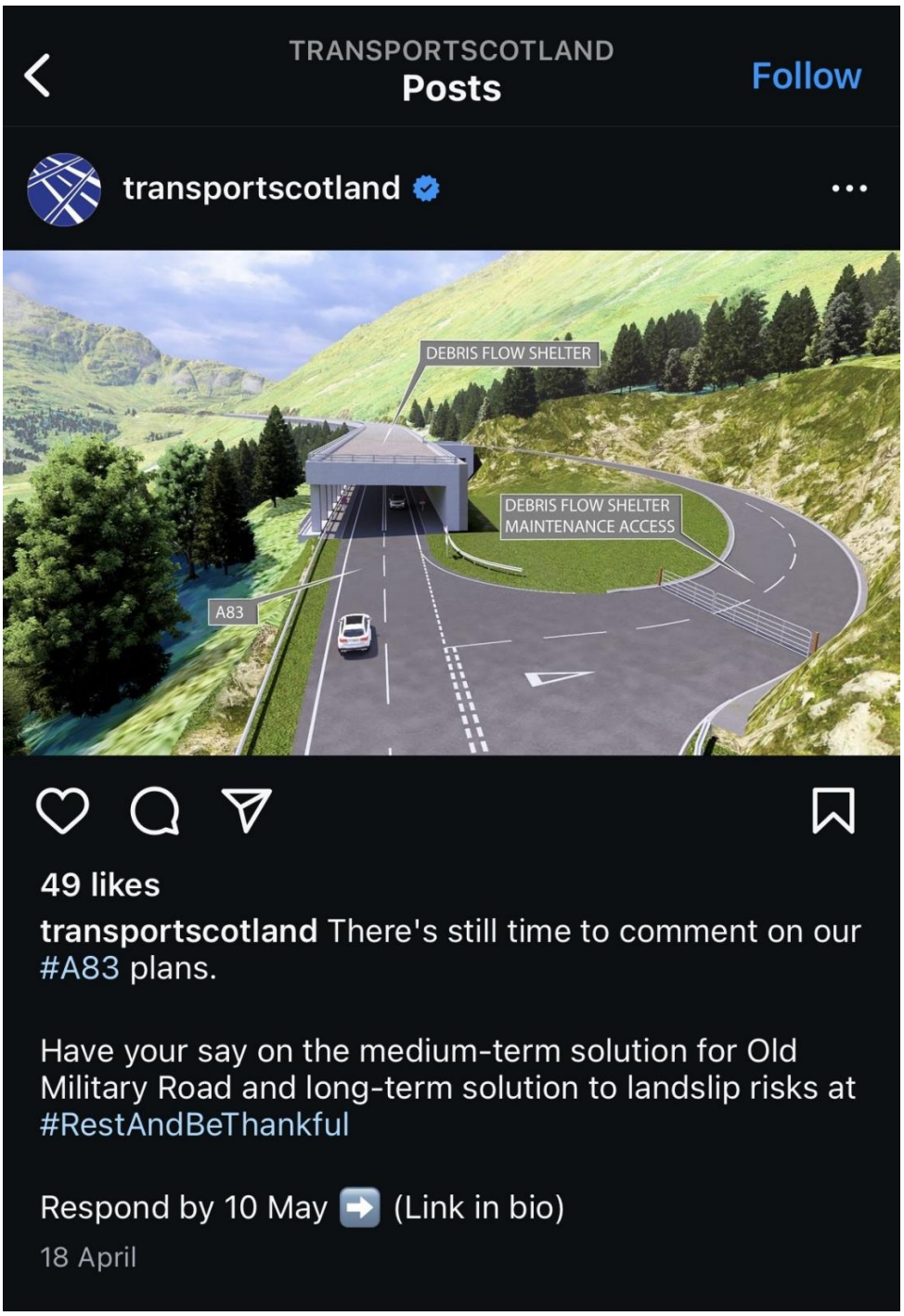
Ida Jonsson Gahnström and 136 others 1 comment • 8 reposts

Like Comment Repost Send

Instagram post on 18 March 2024

Instagram post on 18 March 2024

Instagram post on 18 April 2024



Appendix F. Newspaper advertisements

This appendix features the advertisement that was produced to promote the public engagement events along with copies of the advertisements as they appeared in each of the local newspapers.

Advertisement produced for local newspapers

Advertisement as appeared in newspapers – Oban Times on 29 February 2024

Skye National Park drops out but Oban may join in?

by Sandy Neil
sneil@obantimes.co.uk

A bid for Loch Awe National Park is pushing ahead – and may now include Oban following 'positive support' in the town, said organiser Niall MacLeod.

Two bids to create National Parks in Lochaber and Loch Awe – which may include Oban – will be submitted to the Scottish Government before its deadline today (February 29).

The SNP-Green government has committed to designating at least one new park in Scotland by 2026. Six communities in the Highlands and Islands – Lochaber, Eilean a' Cheo (Skye, Raasay and Rona), Affric to Alladale (Ben Wyvis and Glen Affric), Glen Affric and Loch Ness, Wester Ross and Lochalsh, and Loch Awe had expressed an interest. But four – Eilean a' Cheo, Affric to Alladale, Glen Affric and Loch Ness, and Wester Ross and Lochalsh – have withdrawn.

Last week it was decided a bid would not go ahead for Skye, Raasay and Rona, after Portree and Braes Trust, and Broadford and Strath Community Company met Highland councillors from Skye to discuss an interim report on consultations.

A statement from the meeting said: "Early indications are that the majority of those who participated in the consultation are not in favour of national park status for Ward 10 (Skye) and at this stage there are no plans to submit a formal application. The final report will be available to the public when completed."

Earlier Strathglass Community Council, which led the bid for Affric and Loch Ness National Park, decided not to proceed despite majority backing in a community consultation.

It attracted 405 responses with 50.37 per cent support, 41.23 per cent opposed and 7.9 per cent unsure. But views in postcode IV4, which incorporates the community council area, was split 50-50.

Those responding "yes" largely cited the potential for environmental protection and visitor management, while those voting "no" largely cited the impact on farmers and crofters, and the potential for increasing visitor numbers and property prices.

The team behind a bid for Ben Wyvis and Glen Affric National Park also pulled the plug following community engagement events and a survey.

"While opinion in the area seems to be split pretty evenly for and against mounting a bid for National Park status, it became clear it would not be possible to properly and fairly address the serious concerns raised with us within the timescale allowed," it said.

"Our team shares misgivings concerning the limited timeframe and resourcing afforded to nominating groups thus far, and in light of this we do not feel confident the process going forward to the next stage will be allowed sufficient time and resource to achieve a satisfactory collaborative outcome."

A majority of people surveyed in Wester Ross and Lochalsh – 55.9 per cent – recommended no nomination for park status.

The survey, by community-led charity Wester Ross Biosphere, had 287 responses with 32.2 per cent voting yes and 11.9 per cent unsure.

Meanwhile in Argyll, a bid for Loch Awe National Park is pushing ahead – and may now include Oban following "positive support" in the town, said organiser Niall MacLeod.

"Fantastic consultations, really informative," he told us. "Oban may have to be included with that amount of positive support from Oban. Is it now Oban and Loch Awe National Park? All to play for."

GETINTOUCH
email us at editor@obantimes.co.uk
telephone 01631 568000

Lochaber National Park bid submitted with caveat

A bid for a new National Park in Lochaber has been put forward this week despite strong objections from locals and supporters of the No New National Parks in Scotland group, writes Fiona Scott.

Around 150 people gathered in Fort William on Saturday February 24 for a protest against existing and new National Parks across Scotland.

"The seven people [Lochaber National Park Working Group] trying to drag the whole of Lochaber cannot proceed with their nomination because the 'will of the people' is just not there," said one of the lead objectors, Ruaridh Ormiston from Kingussie.

According to the steering group taking the bid forward, however, opinion is split.

Mike Pescod, of the Lochaber National Park Working Group (LNPWG), said this week the bid had been put forward with the condition of a statutory vote and said it would be withdrawn if this was not agreed by Scottish Government.

He added: "In Lochaber there is a 50:50 split in opinion, with strong feelings on both sides.

"Due to the limitations of the first phase of the consultation process as set out by the Scottish Government, which both the LNPWG and the No More group have acknowledged, the Working Group submitted the nomination for Lochaber this week on condition that Scottish ministers agree to a statutory vote on any final proposal. If a vote is not agreed to, the nomination will be withdrawn."

If short-listed, all Lochaber residents will have the opportunity to take part in extensive consultation in the next Government-funded phase of the consultation process and, if the caveat is accepted, will have their views heard in a statutory vote on the final plan following the consultation period.

"Everyone wants the best future for Lochaber and the whole population, but the best way to achieve this is unclear," added Mr Pescod. "With this way forward to consider National Park designation, we can all take part and decide collectively whether it is a good option for Lochaber."

Local councillors also have differing opinions, but claims that collectively they were not backing Lochaber's bid have proved unfounded.

Councillor Angus MacDonald was clearly against the proposal in his column within these pages this month.

Councillor Kate Willis is equally convinced the proposal would be good for the region. See www.westcoasttoday.co.uk for her views.

In a recent correspondence with an objector Councillor Andrew Baldrey said: "From what I've learned about the difference that NP status could give Lochaber, I believe there are more positives to be gained from moving in that direction."

Councillor Sarah Fanet told us this week: "There is still a lot we don't know about what a National Park could look like, but first local support will have to be demonstrated."

At a recent meeting of Kilmallie Community Council, key concerns to the proposal included traffic congestion due to greater numbers of vehicles than the road network can cope with, lack of affordable housing, inconsiderate parking and littering at beauty spots.

Others noted the potential for a National Park authority to manage tourism better in a way that has less impact on and more benefits to the local community.

Campbeltown Courier on 1 March 2024

Among the exhibitors invited by the board to take part in the exhibition, the largest of its kind in Europe, are McIlchere Food Products Ltd of Campbeltown.

"This is a completely new venture for us," said Mr Robin McIlchere, who is in charge of the company's display.

"We have agents for the Japanese and North American markets, but none so far in France."

The Campbeltown bakery is displaying its shortbread gift packs as well as giving visitors a taste of the contents.

"We have found the general public very interested in our product," said Mr McIlchere, "and, more important, we have already made contact with three new possible trade agents."

ONE HUNDRED YEARS AGO
Saturday March 1, 1924
Proposed electric lighting for Tarbert

Good progress has been made by the committee appointed in November last to consider the installation of an electric lighting plant for Tarbert, and steps have now been taken to ascertain the extent to which the light will be used if introduced.

It is proposed to utilise the Aveugrain Burn for the power, and the estimated cost of the work is put at £8,000.

It is believed that the revenue from light and power would work out at about £1,100 per annum, and as the annual cost is calculated as approximately £950, including interest on capital, the project should afford a reasonable dividend and perhaps even enable the promoters to lay aside a reserve fund for future development. It is proposed to supply electricity at 12s 6d per light per annum, and steps have been taken to ascertain the extent to which the public will support the scheme and the number of shares that will be taken up in the district.

1999: The dramatic scene as contractors blasted the rock at Erines.

First and early

The first lamb of the season seen in this district made its appearance at Gallowhill last week, the offspring of a Leicester ewe.

Early potato planting was started in this district last week, the growers leading the way being Mr Robert Smith, Lossit Home Farm, and Mr W Douglas, Knockbay.

Do you know the names of the Machrihanish miners in this photograph or know the date it was taken?

Do you recognise these Machrihanish miners?

Courier readers are being asked to help Campbeltown Heritage Centre fill in some gaps in the caption for a photograph of 20 Machrihanish miners.

The heritage centre plans to display the black and white image, but some of the men's first names are missing, and the date can only be estimated as some time in the 1950s or 1960s. The names recorded so far are, back row, from left: Alan Jones, Eddy Sams, Joe Barr, D McArthur, J McPhail, T Ritchie, B Smith, Jack McGeachy, M Brodie, Alex Galbraith, A Gilchrist, K McKenzie, Alex McPhee, Andy Brodie and J McTaggart. Front: Angus McDonald, John Kerr, Archie McLean, Charlie Duffy and Coventry Paton.

Anyone who can provide the missing first names, or knows the date the photograph was taken, is asked to email editor@campbeltowncourier.co.uk or telephone 01586 554646 so this can be passed on to the heritage centre team.

Argyllshire Advertiser on 1 March 2024

1984: The popular STV programme The Country Diary of an Edwardian Lady has a local connection with the above wagonette owned by Mr Ewan C MacInnes being featured in the series. The wagonette will appear in the series on March 14, April 11 and April 18.

FORTY YEARS AGO
Friday March 2, 1984
Canal problems

A collapsed wall on a section of the Crinan Canal at Ardrishaig is to be repaired in the near future.

The canal walls date from the late 1700s and the collapse has been attributed to "old age and wear and tear" by a British Waterways Board spokesperson.

There have been no other collapses as far as is known and this one was contributed to by heavy use of the path above it.

No damage to boats was reported and now the board is concentrating efforts on keeping inconvenience for boats using the 30-yard stretch of water to a minimum.

2004: Lochgilphead Soccer Centre under-13s proudly sport new strips donated by Mid Argyll Round Table. The young players are pictured with coaches Keith Cowan, Allan Weir and John Downie and, from the Round Table, David Renwick, chairman Paul Williams and vice chairman Brent Meakin.

Inspired by Scotland's vivid past

Quinie (aka musician and artist Josie Vallely, pictured right) has received backing for her latest project from The National Lottery in the latest round of Creative Scotland's Open Fund.

Josie's latest album Forefowk, mind me, will continue her exploration of language, landscape, tradition and identity through Scots song.

The musician and artist will embark upon a two-week research residency in Kilmartin, exploring the landscape on horseback, which will be documented by artist/book designer Dominique Rivard, and filmmaker Lizzie Mackenzie. Josie will then use her experiences from the residency to create her third album of contemporary Scots song, working with multi-instrumentalists Oliver Pitt, Stevie Jones and Harry Gorski-Brown.

With this work, Josie aims to raise awareness of the history and culture of the Scots language and

Scots Traveller community (Nawken), showing how the music and the way in which Scottish culture is built upon Traveller culture has led to a number of collaborations

Josie said: "The most significant thing for me in terms of receiving Creative Scotland funding is that it enables me to work with a whole range of people to bring my project to life. Being able to collaborate with filmmakers, artists, Nawken (Scottish Travelling Community) activists, a piper, sound engineers, players of weird and wonderful instruments, mentors … it's going to be an exciting (and busy) year."

Right: 1964: A reconnaissance party of Scots Guards arrives at the Crinan Canal.

Craft are able to pass with care at the moment, but the board hopes to clear the debris from the bottom of the canal as soon as possible so that the water is completely clear.

Until the wall is repaired, however, there will be reduced mooring space and there may be difficulties if boat-owners want to take ropes around that side of the basin. The board hopes the repairs will be complete by the start of the yachting season, but even if work is held up, it is confident the inconvenience to yachters will be negligible.

The canal will probably be cleared by using the drops in tide to drain the basin. As yet, the British Waterways Board has not decided whether to use its own workforce or to put it with contractors.

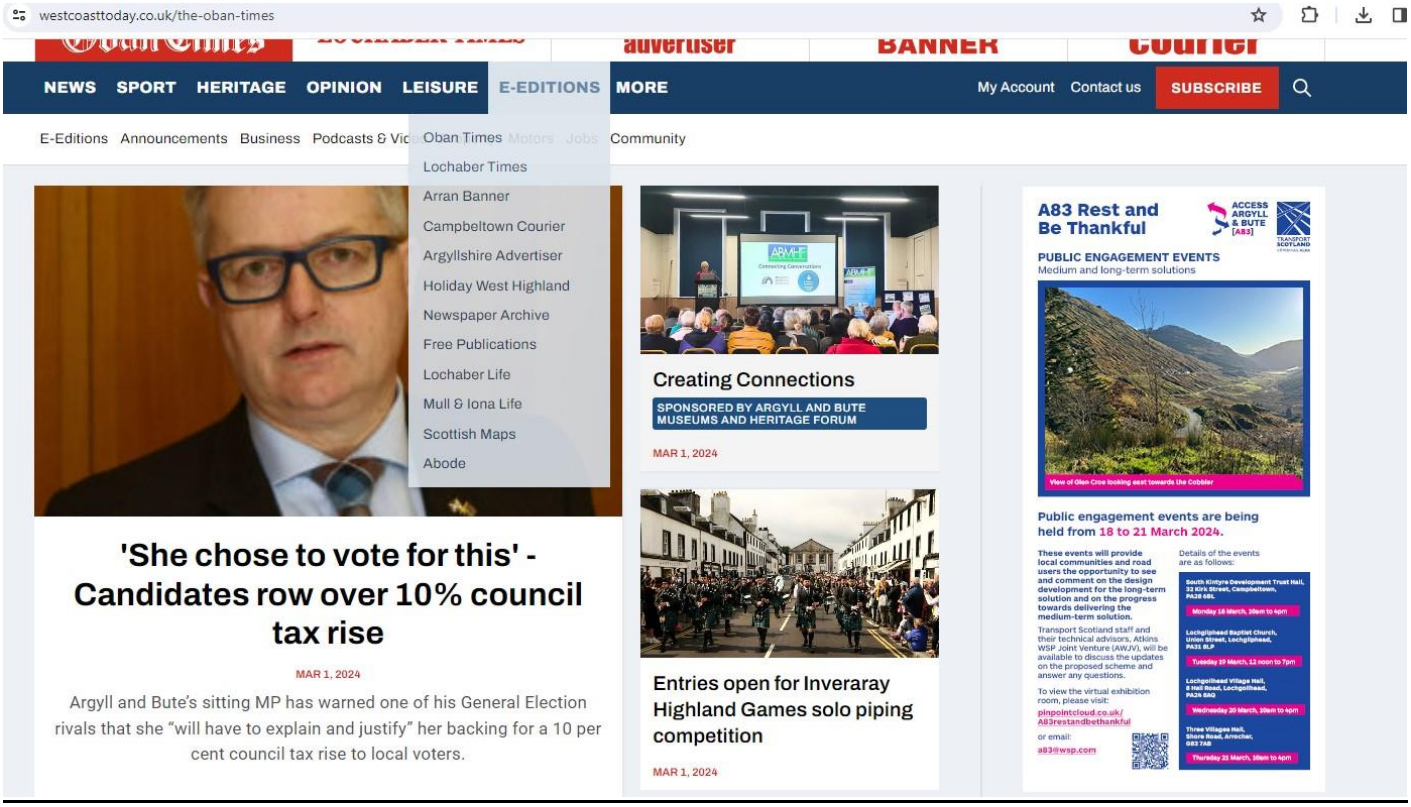
As to cost, a spokesman estimated it would be "five figures rather than four" which is small money in engineering terms.

SIXTY YEARS AGO
Tuesday March 3, 1964
Crinan Canal 'captured'

Mid Argyll resounded with gunfire on Saturday when 300 men from a Scots regiment advanced on, fought for and finally "captured" the Crinan Canal at Bellanoch.

For the men from the 1st Battalion the Scots Guards, the capture of the bridge meant the end of a 14-mile march and the first obstacle in a two-week training exercise in Scotland. The men arrived at Machrihanish on Friday in one of the biggest peace-time airlifts. They came in Argosy and Beverley aircraft from the RAF airfield at Benson, Oxfordshire. The training session is the start of intensive preparation for life in the jungle when the Guards move to Malaysia in September.

Oban Times – online version



Appendix G. Summarised email responses

This appendix features a summary of the emails that were sent to the A83 mailbox.

Table including a summary of all emails received.

Email	Summary
1	Engineering company reached out to promote services in precasting.
2	Respondent focused on the MTS and suggested that single track traffic management would be unacceptable during the construction period, particularly during months when tourism is most intense. Respondent then expressed concerns related to HGVs as well as cyclists using the MTS. Respondent emphasised that due to delays caused by the single-track traffic management on the MTS, accident rates will likely increase due to some road users trying to make up for lost time. Furthermore, respondent mentioned that emergency vehicles could struggle to get through the single-track traffic management promptly. Respondent then stated that they want a dual track along the OMR. Respondent suggests that in terms of traffic flow, the OMR entrance should take priority, particularly when it becomes the primary route during the construction period. Also, the respondent stated that the OMR entrance junction should adjusted to make HGV turning easier. Respondent then focussed on the flow shelter and suggested that due to the likelihood of boulder jumping the catch pits, more thought must be given to repairing the concrete shelter which could experience damage. Respondent expressed concern with regard to cyclists. Due to the two opposing lanes separated by double lines in the flow shelter, cars cannot overtake, and the alternatives such as verges for cyclists could be problematic. Respondent mentioned that prohibiting cycling in the flow shelter would be one idea.

Email	Summary
3	Respondent suggested that there was a lack of focus on cycling and asked whether cyclists would have to share road space with cars on both the MTS and LTS. Respondent noted that a previous response to this question stated that it was too expensive to construct cycle infrastructure and then asked whether this was still the case,
4	Respondent asked to receive proposals for project. Respondent stated that they would like to know more about the construction methodology in relation to the stability of the hill side.
5	Respondent suggested that the project will be well received once finished. However, respondent asked why it had taken longer than expected and had been more expensive than expected. Respondent stated that land slip hazards will become more common in Scotland, so the country cannot afford such timescales and spending. Respondent criticised catch pits and the long-lasting use of them along the Rest and Be Thankful. Respondent then went on to ask how debris will be cleared from the planned catch pits and expressed belief that the construction period will take a long time.
6	Respondent could not access link to consultation materials.
7	Respondent focused on catchpit behind flow shelter which from their perspective made no sense due to the purpose of the flow shelter. Respondent went on to emphasise consequences related to road closures and cost. Respondent stated that more consultation should take place.

Email	Summary
8	Respondent emphasised that the flow shelter is negative in terms of its visual impact on the landscape and will lead to significant costs due to the gap between the hill and the flow shelter receiving so much flow debris. Respondent then asked why alternatives such as culverts or letting the debris flow go over the top of the flow shelter hadn't been prioritised. Respondent provided their own solution which revolved around a retaining wall which would, from their perspective, be maintenance free, be a more stable solution, and be less visually intrusive. Respondent posed that removing livestock from the hillside and replacing them with woodland could be positive and reduce the likelihood of debris flow. Respondent finished with the suggestion that in the case the project goes ahead, it should be sympathetic to the landscape visually.
9	Respondent asked to receive Stage Reports for project, specifically parts of the report which focus on Place Principle and the needs of local people.
10	Respondent stated that the LTS should be a tunnel. Respondent then asked whether the flow shelter is structurally strong enough to withstand rock fall, and then asked whether it would cover all points of the road which have been impacted by debris flow. Respondent then asked for clarification over the construction period timescale. Respondent stated that the MTS should be dual laned as far as possible. Respondent then suggested several recommendations for the car park such as more parking spaces, spaces for touring coaches, a regular visit from a traffic warden, and a bus stop close by.

Appendix H. Analysis code frame

This appendix features the code frame used to analyse the feedback received.

The following table includes each of the key themes, codes, a description and number of comments received for each.

Grouping name	Grouping description	Codes	No. of comments
Cycling	Comments related to cyclists using the A83.	CYC_001 Concern over consideration for cyclists	20
		CYC_002 Suggestion for cycle lane	18
Tunnel/Bridge	Comments related to preference for tunnel and/or bridge over shelter.	TUN_001 Preference for tunnel over shelter	7
		TUN_002 Preference for bridge over shelter	1

Grouping name	Grouping description	Codes	No. of comments
Opportunities	Comments related to suggestions for the scheme.	OPP_001 Suggestion for picnic area/benches/tables	10
		OPP_002 Suggestion for green roof on shelter	12
		OPP_003 Suggestion for access to shelter roof	2
		OPP_004 Suggestion for better connection with nearby transport links	7
		OPP_005 Suggestion for walking path	7
		OPP_006 Suggestion for solar panels powering lights	2
		OPP_007 Suggestion for food offerings: coffee bar/cafe/restaurant	27
		OPP_008 Suggestion for tree planting/removal	12
		OPP_009 Suggestion for sustainable travel options	16
		OPP_010 Suggestion to improve OMR	20
		OPP_011 Suggestion for emergency/recovery vehicles	4
		OPP_012 Suggestion for toilets	26
		OPP_013 Suggestion for visitors information point	17
		OPP_014 Suggestion for public transport	10
		OPP_015 Suggestion for car park layout	28
		OPP_016 Suggestion for road technology cameras/lights and speed limit/signs	9

Grouping name	Grouping description	Codes	No. of comments
Environmental concerns	Comments related to environmental concerns relevant to the scheme.	ENV_001 Concern over climate change	2
		ENV_002 Concern over landslides	6
		ENV_003 Concern over light pollution	3
		ENV_004 Concern over flooding	3
Rock outcrop	Comments related to changes to the rock outcrop	LAN_001 Concern over removal of rock outcrop	3
Debris mitigation	Comments related to concerns over the debris mitigation methods.	DEB_001 Concern over debris barriers	3
		DEB_002 Concern over debris catch pits	12
		DEB_003 Concern over shelter functionality	11
Cost	Comments related to the scheme cost, both direct and indirect.	COS_001 Concern over project cost	18
		COS_002 Concern over indirect costs caused by project	3
Duration	Comments related to the scheme timeline.	DUR_001 Concern over project timescale	30
		DUR_002 Concern over traffic delays during construction	18
		DUR_003 Concern over use of OMR during construction	16

Grouping name	Grouping description	Codes	No. of comments
Interaction with landscape	Comments related to how respondents want to interact with the landscape.	INT_001 Respondent states that they want safe and reliable road	23
		INT_002 Respondent states that they want landscape maintained and the shelter to blend in	41
		INT_003Respondent states that they don't want to make LTS a tourist stop	3
		INT_004 Respondent states that they want reduced queues	1
		INT_005 Respondent states that they want amenities on the top of and around debris flow shelter	5
		INT_006 Respondent states they want stopping place for view or viewpoint	11
		INT_007 Respondent states they want to maintain access to hillside	2
		INT_008 Respondent states they want views to be maintained	20
Other	Comments which could not be coded with any of the codes listed above due to them relating to one off / unique topics such as dangerous goods or particular road regulations.	OTH_001 Other	25

Appendix I. All responses (verbatim)

This appendix features copies of all the feedback received during the feedback period and the associated responses provided.

Reference	Feedback	Response
A83RABT_001	1) I think doing something more in line with methods used in the alps is a good idea. I would say it would be a good idea to make sure that we are conforming to standards in country's which use this system a lot. As if we are just experimenting with our own take on the solution that seems stupid, we are well past trial and effort. 2) I didn't read this very much I think the jist of it was stuff to do with the old military road, [Redacted] literally everyone I knew thought we should be making use of the road that was right there, yeah it's not ideal, but it's loads better than the alternative detour. 3) I think the way the "tunnel" works is fine, it's a shame that outcrop at the top will be taken out, I would have liked to have seen that left. I'm not going to list the top 3 things. A solution that works, there that's 1 thing if we get that right I don't care about the other stuff. 4) Frankly I have no thoughts on this the rest and be thankful is a to b route for me not a tourist destination. Its fine it is and I'm happy someone is thinking about it, but I honestly have nothing to offer on it.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. Work is being undertaken in accordance with the DMRB which is used to develop and assess road projects. This is considered standard good practice and is used throughout the UK. The DMRB Stage 2 Options Assessment work considered a range of environmental, engineering, traffic and economic factors. It also considered the performance against the national and regional objectives and disruption to road users during construction, more information can be found in the DMRB Stage 2 Report. Further information on why the Debris Flow Shelter (DFS) and catch pit has been identified as the preferred route for the permanent, Long-Term Solution (LTS) can be found in the DMRB Stage 2 Report. With respect to the design standards used to develop the proposed LTS scheme, it is recognised that there are no specific UK standards that define the design requirements for a DFS or similar type of shelter. Furthermore, it is noted that the DFS is not a tunnel, and as such it would not be appropriate to follow the DMRB tunnel standard as this would result in an overly complex set of design solutions with interacting systems, inappropriate for the technically and complex challenges on the A83. The proposed approach therefore is to apply international practices similar to those used in Europe rather than apply tunnel or other similar standards in their entirety. In relation to your comments regarding making use of the current road, the improvements to the Old Military Road (OMR) as part of the Medium-Term Solution (MTS) will deliver a safe, proportionate and more resilient diversion route

Reference	Feedback	Response
		when the A83 is closed. The interventions will be in place prior to the construction of the LTS and will reduce disruption to road users during the construction of the DFS. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. Significant rock cutting is required for the construction of the proposed LTS which unfortunately includes the removal of the existing rock crop located to the north of the DFS. This is required to accommodate the realignment of the A83 carriageway which will improve forward visibility for drivers and overall safety of the road. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_002	Dear Sir or Madam, Having viewed the virtual exhibition on the Transport for Scotland website and seen various articles in NCE etc. I want to express [Redacted] desire to get involved with helping in the design ahead of manufacture of the debris flow shelter. [Redacted] have an inhouse design team with good experience of providing solutions to challenging precast projects as well as vast experience in the supply of bridge beams. We are known for the supply of low carbon, structurally intensive precast and have recently supplied all the precast elements to [Redacted], as well as the bridge beams on the [Redacted], bespoke precast on [Redacted] amongst other key infrastructure schemes. Project management and solving logistical challenges are key strengths. Can you please advise who would be the best person for me to contact in order to progress things? The earlier we get involved the more savings we can usually provide.	Thank you for your interest in the A83 Rest and Be Thankful scheme. We understand that initial contact has been made with our Project Team and they will be back in touch in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_003	Email 1: Here are my comments on the A83 Rest and Be Thankful Road Improvement Scheme as presented March 2024: Medium Term Solution (sic) Implicit in the description of the widening and straightening of the Old Military Road as a route for all through traffic during the potential 4 years of A83 road closure is that the OMR will not be dual track throughout its length and that there will be use of convoys or traffic signal control over lengths that are single track. Such traffic management is unacceptable, especially over such a long period (up to four years) and particularly in spring/summer/autumn when traffic flows are greatly increased by tourism. There will be slow moving traffic queues in any event as HGVs rise up the steep inclines and negotiate the sharp bends at the western end of the OMR, and adding traffic control in the form of queued convoys or lights-controlled single-track sections of the OMR will increase frustration and introduce significant delays. There is also the question of slow-moving cyclists. This route carries a significant number of touring cyclists in warmer months. Questions need to be asked as to whether this form of “sustainable” travel is compatible with the narrow lanes and with single-track sections of the OMR. Would cyclists need to be provided with free, compulsory, motorised,	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website.

Reference	Feedback	Response
	conveyance (e.g. a bus converted to accommodate cycles and seated cyclists) for the duration of deployment of the OMR as the through route? This issue needs addressing regardless of the question of any persistence of single-track sections with traffic control. Alternatively, would cyclists be banned from taking this route? and, if so, under what legal framework? what will be the reaction of cycling organisations to a ban? and would a ban be consistent with government policy of encouraging sustainable travel? One upshot of queuing as a result of traffic management on the OMR is almost certain to be frustration and a tendency to try to compensate for 'lost' time to the east and west of Glen Croe, motorists taking risks whilst overtaking etc. It is probable that accident rates will increase on the A83. Particularly challenging will be getting emergency vehicles through the OMR to accidents located to the west of Rest and Be Thankful. This, in itself, should be taken into account, especially were there to be a persistence of single-track sections along the OMR. It follows from all the issues raised above that it is imperative that the OMR is made dual track throughout its length. Junction of the OMR and the B828 Glen Mohr Local Road The traffic flow priorities at the junction of the OMR and the B828 do not reflect traffic flows, either now or as planned when the OMR becomes the main route in Glen Croe. The entrance to the OMR should be given priority, even under current conditions (because most traffic turning off the A83 intends to use the carpark), and certainly when the OMR is in use as the only route in Glen Croe. In addition, thought should be given to increasing the radius of curvature at the junction of the OMR and B828 to assist HGVs turning from, or entering, the OMR to do so without excessive reduction of speed. Car Park/OMR interaction at Rest and Be Thankful The OMR requires a turning lane for traffic wishing to enter the car park and arriving from the east. Without this, there will likely be a (further) queue of west-bound traffic that has just experienced the frustration of convoys and of following slow-moving HGV through the hair-pins and up the steep gradients of the OMR as stationary vehicles intent of entering the viewing point await a gap in westbound traffic before turning right into the carpark. Incidental, but of practical importance, any traffic queued on the steep section of the OMR may find the hill-start very challenging. Environment I am very surprised that the Project Team declares that it is only "considering" woodland creation. Woodland should be seen as one of the long-term landscape measures mitigating mass movements on the slopes of Glen Croe, especially those on the south-facing slopes above both the planned debris flow shelter and the OMR. Experimental data shows that woodland interception and re-evaporation of rainfall is significant in reducing the amount of water reaching the soil where it risks inducing slope instability. For mature woodland, this reduction is 15-20% for broadleaf deciduous and as much as 40% for needle-lead evergreen species. It is, therefore, imperative that woodland is planted extensively and that sheep and deer are permanently excluded from the woodland; woodland planting should be prioritised and not just "considered". In addition, because tree growth will take time, thought should be given to establishing a shrub understorey that quickly offers ground cover - again, with the primary intent of intercepting rainfall and ensuring a significant fraction is re-evaporated rather than entering the soil. The Debris Flow Shelter - Structure I presume that the "Debris Flow Shelter" is primarily an elevated access road to facilitate the movement of excavators and other plant into position to remove debris that has accumulated on the screens in the adjacent catch-pit and that the purpose of the "compressible fill" is to absorb the impact of boulders that jump the pit. Were this the case and were it thought that the non-Newtonian rheology of a debris flow would allow heavy, large clasts to impinge at speed on the top of	Please see below a response to your feedback. As the Long-Term Solution (LTS) is predominantly on the existing A83 road, there will be a requirement for temporary traffic management for road users during the full construction period, currently estimated to be three to four years. This will include traffic light operation and potentially considerable periods of full closures of the A83 where the Old Military Road (OMR) will be required to be in operation extensively during the construction period. As part of the assessment to develop a more resilient temporary diversion route through Glen Croe, three options were considered, including an option for two-way traffic (further information on the three options can be found on the A83 Story Map – Medium-Term Solution - Assessed Options). Following the assessment of the three options, in December 2022, a proportionate programme of improvements to the OMR was announced as the preferred option for the MTS which will not only improve its safety and resilience as a diversion route, but also improve the operation by extending the length of two-way operation, reducing journey times. The two-way operation will cover the southern end of the OMR only, due to the topography and tight bends at the northern end this will remain single lane. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. Full details of the assessment to support the selection of the preferred option for the MTS can be found on the Transport Scotland Website. Further work is currently being undertaken as part of the DMRB Stage 3 Assessment which consists of a more detailed design of the preferred route. It will consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users during construction. Provision for cyclists during the construction period will depend upon the appointed contractor's approach to the operation of the OMR. However, the current arrangement in place when the OMR is used as the diversion route when the A83 needs to close due to the risk of landslide and debris flow events, involves cyclists being transported along the OMR by van. In line with the Scottish Government's vision to promote active travel in 'A Long-Term Vision for Active Travel 2030', which can be found at https://www.transport.gov.scot/media/33649/long-term-vison-for-active-travel-in-scotland-2030.pdf ', and the 'Cycling by Design' guidance document which can be found at Cycling by Design Update 2021 (transport.gov.scot), suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects. Cyclists will be able to travel through the Debris Flow Shelter (DFS) on the existing road similar to the rest of the A83 Trunk Road. There will be a walkway alongside the DFS for maintenance and evacuation purposes however, it will not be open to pedestrians or cyclists as there is no connecting cycle path or walkway currently on the A83.

Reference	Feedback	Response
	the shelter, some thought needs to be given to the ability to repair the upstanding concrete. Perhaps some other means of edging the elevated trackway is required, at least at the location of the chutes that facilitate debris flows? The Debris Flow Structure - Roadway The Shelter carries two opposing lanes separated by double lines. There is no specified provision for cyclists, and motorised vehicles will be prohibited from passing cycles if, by giving the clearance specified in the Highway Code, they would have to cross the double lines. I suppose the verges might be used for cyclists, though (i) obstructions (signage, barriers etc) would need to be absent (ii) consideration will need to be given to the entrance and exit in each direction of travel. The 'flythrough' seems to indicate no continuation of the verges outside the shelter. Were cyclists to use the verges, thought needs to be given to extending these so that cyclist re-join the main carriageway where other vehicles are permitted to cross the road centre-line. But, this manoeuvre will, in any case, be hazardous and liable to be the cause of serious collision. An alternative would be to prohibit cycles from taking the shelter route and directing them to use the OMR as a safer and more pleasant, though challenging, route both east- and westwards. Email 2: The url to the on-line exhibition leads nowhere. Please provide a working link.	We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR). With regards to passing cyclists or slow-moving road users in the DFS, it is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users. We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slope of Ben Donich, to the west of the OMR, as identified on the information boards displayed at the engagement events. Furthermore, we are aware of the paths to the east of the A83 which accesses the Arrochar Alps, and the proposed scheme will aim to ensure no barriers are put in place which inhibit access to existing routes. Environmental mitigation and sustainable travel facilities, including bus and active travel, are being developed as part of the ongoing DMRB Stage 3 Assessment. As part of the ongoing DMRB Stage 3 Assessment, we are considering in detail what procedures need to be in place within the DFS in the event of a breakdown, fire and the transportation of dangerous goods. We are actively engaging with and consulting emergency services in order to better understand their response to such an event. This includes consideration of a response to a fire within the structure. As part of the DMRB Stage 3 Assessment, we are continuing to develop proposals in line with the emerging design and in accordance with relevant design standards and legislation. This includes consideration of how to prevent and limit the consequences of an emergency incident. Other related aspects under ongoing assessment include both fire and smoke modelling work and a lighting assessment, to determine what daytime, night-time and emergency lighting is required within the structure. The Rest and Be Thankful Car Park and Viewpoint at the northern end of Glen Croe is a key component of the proposed scheme. Engagement with key stakeholders aims to ensure that the proposals for the car park meet different user group aspirations, wherever practicable. Car park surveys were undertaken in November 2023, February 2024 and April 2024 resulting in the completion of 316 questionnaires to date. These surveys have assisted in understanding the existing usage of the car park, including the origin and destination of journeys, the primary purpose for journeys and those stopping at the car park as well as the different modes of transport. The surveys also captured comments on future aspirations for the car park. The Project Team will be undertaking further surveys and questionnaires during the summer to ensure we understand

Reference	Feedback	Response
		any changes in usage throughout the year. The outcomes of the surveys and questionnaires will inform the ongoing design development work. The emerging car park design includes a revised connection from the car park to the B828 Glen Mhor local road and also includes access to an improved junction layout to and from the A83. The updated layout improves safety through a reduction in the number of junctions and conflicts between traffic (as well as improving visibility for road users) and improves the bus stop and bus turning facility (improving the gradient and integrating the bus stop within the car park). Design development of the car park layout as well as the need to accommodate a temporary diversion route via the OMR is ongoing and will be finalised in due course. As part of the ongoing DMRB Stage 3 Assessment, we are actively exploring options to deliver Natural Capital and Bio-diversity Net Gain benefits. These include consideration of woodland creation, improvements to watercourses and provision of active travel routes. We have been engaging with key stakeholders and will be undertaking further investigation (including site surveys) to determine where benefits could be delivered. These benefits would aim to align with the Scottish Government's aspirations as set out in the National Planning Framework 4 and the Loch Lomond and the Trossachs National Park Partnership Plan. We are also progressing a programme to establish native woodland on the hillside above the road to help reduce the risk of landslides in the area whilst also enhancing local biodiversity and habitat connectivity. The scheme required Transport Scotland to acquire the necessary land before working in partnership with Forestry and Land Scotland to plant native trees of local provenance on the steep hillside. Deer fencing was installed in 2021, and tree planting commenced in March 2022. The planting is now complete, some 250,000 trees have been planted, and longer-term monitoring and management operations are underway. The six-meter-wide catch pit is proposed to run parallel to the Debris Flow Shelter (DFS) and the Debris Flow Protection Wall (DFW) located at the northern end of the DFS. The catch pit's main function is to capture material from landslides and rockfall, mitigating direct impacts to the DFS and DFW structures. Providing the catch pit parallel to the DFS and DFW also allows the landslip and rockfall material to be cleared following an event. The clear up operation will include the material being excavated by a construction plant (e.g. excavators and dumper trucks) situated on the roof of the DFS. A maintenance access track at the southern end of the structure provides access from the A83 to the roof of the DFS for maintenance operatives. This approach will allow traffic to continue running on the A83 during and after a landslide event. We apologise for any issues with the URL for the virtual exhibition room, this issue was rectified as soon as it was identified. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com

Reference	Feedback	Response
		Thank you for your interest in the scheme.
A83RABT_004	1) Having lived in Argyll, using this route for 70 years, a tunnel is the answer. As a frequent visitor to Faroe Islands, it can be done as it is there. The A83 is an ancient route, let's have a new one now. Campbeltown has no ferry, no trains and unreliable air travel. Our developing whiskey [rest of sentence unreadable from scan]. 2) It worked at last huge rainfall, but areas on either side caused havoc with the same flooding pouring debris on road. 3) 1) People working + living in Argyll just want a safe, fast road. People living in Kintyre just want to go home, not look at landscape. 2) Native trees fenced off from deer + sheep would be good. Landowners fined if breaching this. 4) b) Toilets - paying if need be.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. Design work is being undertaken in accordance with the DMRB assessment process, which is used to develop and assess road projects. This is considered standard good practice and is used throughout the UK. The DMRB Stage 2 Options Assessment work considered a range of environmental, engineering, traffic and economic factors. It also considered the performance against the national and regional objectives and the disruption to road users during construction, more information can be found in the DMRB Stage 2 Report. It considered a comparative assessment of principally five options which consisted of viaducts, tunnels and a Debris Flow Shelter (DFS). Following the conclusion of the comparative assessment, the DFS and adjacent catch pit were selected as the preferred option. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. The DFS, on the line of the existing A83, was taken forward as the preferred route option as it achieves the scheme objectives by improving the resilience and operational safety of the trunk road network. Additionally, it is the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR).

Reference	Feedback	Response
		As part of the ongoing DMRB Stage 3 Assessment, we are actively exploring options to deliver Natural Capital and Bio-diversity Net Gain benefits. These include consideration of woodland creation, improvements to watercourses and provision of active travel routes. We are also progressing a programme to establish native woodland on the hillside above the road to help reduce the risk of landslides in the area whilst also enhancing local biodiversity and habitat connectivity. The scheme required Transport Scotland to acquire the necessary land before working in partnership with Forestry and Land Scotland to plant native trees of local provenance on the steep hillside. Deer fencing was installed in 2021, and tree planting commenced in March 2022. The planting is now complete, some 250,000 trees have been planted, and longer-term monitoring and management operations are underway. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme
A83RABT_005	I've just be viewing the engagement exhibition in the virtual room. Rather than waste your time by sending in a response detailing concerns about lack cycle provision, I thought I'd just email you direct as I'm sure there's a short answer. I can't see any reference to cyclists in any of the exhibition boards or the virtual flythrough. Is there an expectation that cyclists will share the road space with vehicular traffic (both during the MTS on the OMR, and on the A83 once the LTS is complete), or is cycle provision being provided separately? I'm aware that my [Redacted] have already raised this concern with you, and I believe there was an interim response simply stating that providing cycle infrastructure through the debris flow shelter would be too expensive to consider. So, I'm wondering if thinking has moved forward at all in terms of alternative solutions?	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. In line with the Scottish Government's vision to promote active travel in 'A Long-Term Vision for Active Travel 2030', which can be found at https://www.transport.gov.scot/media/33649/long-term-vison-for-active-travel-in-scotland-2030.pdf ', and the 'Cycling by Design' guidance document which can be found at Cycling by Design Update 2021

Reference	Feedback	Response
		(transport.gov.scot), suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects. Cyclists will be able to travel through the Debris Flow Shelter (DFS) on the existing road similar to the rest of the A83 Trunk Road. There will be a walkway alongside the DFS for maintenance and evacuation purposes however it will not be open to pedestrians or cyclists as there is no connecting cycle path or walkway currently on the A83. We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR). With regards to passing cyclists or slow-moving road users in the DFS, it is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users. We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the Old Military Road (OMR), as identified on the information boards displayed at the engagement events. Furthermore, we are aware of the paths to the east of the A83 which accesses the Arrochar Alps, and the proposed scheme will aim to ensure no barriers are put in place which inhibit access to existing routes. Environmental mitigation and sustainable travel facilities, including bus and active travel, are being developed as part of the ongoing DMRB Stage 3 Assessment. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_006	1) Long term solution : Innovative and Groundbreaking: Would become a Visitor attraction in it's own right. However, it's unlikely to occur due to funding issues and political climate priorities. Securing funding for project of the scale would be unlikely. Suspect costs would spiral, would be another Holyrood / HS2 /Edinburgh tramway/ Calmacferry fiasco. Also the 30 years it took to upgrade the A82 at Pulpit rock which is still not complete. The ongoing costs of maintenance / Cleaning catch pits ETC. 2) Medium term solution : Likely project will only go this far. As good a solution as can be expected and likely be the solution in the end. 3) LTS landscape interaction: 1- Important route into Argyll, 2- Scenic route to travel, 3- Potential to become a visitor attraction.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year.

Reference	Feedback	Response
	4) Existing RaBTH carpark : Adequate at the moment . But could become congested due to increase in number of visitors. 4b - RabTH opportunities - Provide public Toilets and small visitors centre. Improve parking for tour coaches ETC.	The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. Funding from the Scottish Budget 2023-24 provided allocation to commence delivery of the medium-term improvements which started in a phased manner in December 2023, along with progressing the ongoing necessary preparatory work on the Long-Term Solution (LTS). For 2024-25, funding is included in the Budget published in December to continue to progress both the medium and long-term solutions. Funding to progress the construction stage of the medium and long-term solutions to the landslip risks will be determined annually as part of the annual Scottish Budget setting exercises. However, this scheme is a priority for The Scottish Government, noting it is a key recommendation in the Strategic Transport Projects Review 2 and is included in the recently published Programme for Government 2024-25. Information on why the Debris Flow Shelter (DFS) and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the Design Manual for Roads and Bridges Stage 2 Report (DMRB). A six-metre-wide catch pit is proposed to run parallel to the DFS and the Debris Flow Protection Wall (DFW). The catch pit's main function is to capture material from landslides and rockfall, mitigating direct impacts to the DFS and DFW. Providing the catch pit parallel to the DFS and DFW also allows the landslip and rockfall material to be cleared up following a landslide event. The clear up operation will include the material being excavated by a construction plant (e.g. excavators and dumper trucks) situated on the roof of the DFS. A maintenance access track at the southern end of the DFS provides access to the roof for maintenance operatives. This approach thereby allows traffic to continue running on the A83 during and after a landslide event. Structural inspections of the DFS will be undertaken at prescribed periods to monitor its structural integrity following any landslide events. A cost estimate for the proposed scheme was prepared as part of the DMRB Stage 2 Assessment. This process also took account of the operation and maintenance costs (over a 60-year period) of the DFS. It is noted that of all the options included in the DMRB Stage 2 Assessment, the proposed scheme had the lowest operational and maintenance costs. The improvements to the Old Military Road as part of the medium-term solution will deliver a safe, proportionate and resilient diversion route when the A83 is closed. The interventions will be in place prior to the construction of the LTS and will reduce disruption to road users during the construction of the DFS.

Reference	Feedback	Response
		As part of the ongoing DMRB Stage 3 Assessment, we are actively exploring options to deliver Natural Capital and Bio-diversity Net Gain benefits. This includes consideration of woodland creation, improvements to watercourses and provision of active travel routes. We are also progressing a programme to proactively plant trees on the hillside to help reduce the risk of landslides in the area. Transport Scotland is working with Forestry and Land Scotland to reintroduce the required local provenance native vegetation on the hillside. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_007	I am unable to visit your exhibitions regarding the proposals for the A83 Rest and be Thankful. Is it possible to have either hard copy or email of the proposals? I am particularly interested in the constructions and engineering works having spent many years on civil engineering works in the Highlands and have had encounters with similar ground conditions on a number of occasions. My experience alerts me to the construction methodology that can have a serious impact on the short term and long term stability of the hill side, just one of the issues that comes to mind! I look forward to hearing from you.	Thank you for your interest in the A83 Rest and Be Thankful scheme. We understand copies of the materials from the public engagement events were sent to you as requested. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. 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. The DMRB Stage 2 Options Assessment work considered a range of environmental, engineering, traffic and economic

Reference	Feedback	Response
		factors. It also considered the performance against the national and regional objectives and distruption to road users during construction, more information can be found in the DMRB Stage 2 Report. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_008	1) LTS - Once again the cheapest option . The last time, after the [Redacted] repeat it was the same. The result has been 10 years and millions wasted. No progress has been made. The current proposal will result in another 8-10 years of delays and is again the cheapest option. A properly designed road on the other side of the glen would be much better and would obviate the delays and accidents caused by the resulting queues. 2) MTS - A waste of money and time. 3) - Very badly. The landscape has already been badly affected by the nets and pits. Building a well-designed road on the other side of the glen and removing the exisiting one would be much better. 4a) Basic . 4b) What happened to the scheme to have a visitors centre with the car park on top?	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. A number of options were considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment, including an option on the western side of Glen Croe, referenced as the Green Option. However, the key reason to support the debris flow shelter (DFS) as the preferred route option is that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition, it is the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Further information on why the DFS and catch pit have been identified as the preferred route for the Long-Term Solution (LTS) can be found in the Design Manual for Roads and Bridges Stage 2 Report (DMRB).. The Medium-Term Solution (MTS) consists of improvements to the existing Old Military Road (OMR) through the Glen Croe corridor to make it a more resilient diversion route until the LTS is in place. These improvements will improve the resilience of the diversion route, reduce journey times, are the quickest to implement, are of relatively lower cost and would have the least impact overall across the range of criteria assessed of the medium-term options considered.

Reference	Feedback	Response
		Full details of the assessment to support the selection of the preferred option for the MTS can be found on the Transport Scotland Website. We have been engaging with Argyll and Bute Council and Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment. We are not aware of any current proposals in place for a visitor centre but as noted above consideration of facilities is under review. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_009	No feedback received only contact details.	Thank you for the contact details you provided following the public engagement events held earlier in the year. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_010	I attended your recent presentation at Lochgilphead, which asked for comments Well .... the first that I would say is that at long last you may have a solution which ... when it is eventually completed ... could ensure better resilience than we have experienced for quite some time. For which all users will be grateful. However, while your handout dwells somewhat on plans to improve the top-end car park and tidy up the glen after all the machines finally have left, it casts no useful light on why the process of arriving here has been so protracted and expensive. The money which must have been spent over this period on traffic control alone might have built a useful length of new road. This is an important issue, because landslip hazards are only going to multiply, and Scotland can't afford repeat performances of this long-winded saga.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year.

Reference	Feedback	Response
	It is far from clear why the catchpit approach was persisted in for so long, despite its repeated failure to do much good. Possibly TS wanted to look determined, though the result has been that they have simply appeared obstinate. Anyway .... good luck with the galleries. It isn't yet clear how debris will be removed from behind them, but maybe it will just be left until everything levels up. I also expect that the construction period will be protracted ...site access constraints will see to that ... so it's to be hoped that the OMR can cope. Meanwhile it has been fortunate that at the Rest a nearby diversionary route is at hand. In other cases that may not be so.	The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. As a consequence of the landslides in August and September 2020, the then Cabinet Secretary for Transport, Infrastructure and Connectivity Michael Matheson MSP asked Transport Scotland to commence work on the development of a long-term sustainable and resilient alternative to the A83 Rest and Be Thankful. The design development of the proposed scheme has been following the Design Manual for Roads and Bridges (DMRB) assessment process which is based on defined assessment stages. The typical timeline associated with each stage was set out in the engagement presentation material. Notwithstanding the durations noted, the scheme is moving forward at pace to conclude the DMRB Stage 3 Assessment. This scheme is technically challenging, and the landscape is dynamic, so it is vital we understand the terrain we are working in, in order to develop a suitable solution of the correct standard in the correct place. Following detailed development and assessment work, a Debris Flow Shelter (DFS) was announced on 2 June 2023 as the preferred option for the Long-Term Solution (LTS). The key reasons to support the DFS as the preferred route option is that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, it also has the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Providing the catch pit parallel to the structure also allows the landslip and rockfall material to be cleared up following an event. The clear up operation will include the material being excavated by a construction plant (e.g. excavators and dumper trucks) situated on the roof of the DFS. A maintenance access track at the southern end of the structure provides access to the roof for operatives. This approach should allow traffic to continue running on the A83 during and after a landslide event. Further information on why the DFS and catch pit have been identified as the preferred route for the LTS can be found in the DMRB Stage 2 Report. The improvements to the Old Military Road (OMR) as part of the Medium-Term Solution (MTS) will deliver a safe, proportionate and more resilient diversion route when the A83 is closed. The interventions will be in place prior to the construction of the LTS and reduce disruption to road users during the construction of the DFS. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme.

Reference	Feedback	Response
		Further work is currently being undertaken as part of the DMRB Stage 3 Assessment to consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_011	I'm afraid that the said link, which I was invited to Click On, hasn't produced or enabled me to access the mentioned On-Line coverage.	Thank you for your interest in the A83 Rest and Be Thankful scheme. We apologise for any issues with the URL for the virtual exhibition room, this issue was rectified as soon as it was identified. The information presented at the public engagement events can be found on the Transport Scotland Website. The Scottish Government 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 connectivity of this vital route. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme
A83RABT_012	1) Hope it happens but doubt it will. Looks like a good solution. 2) Has to be 3) Needs to be robust/ reliable solution blend as much as possible (it does) regard for the beauty/ views. 4) No comment	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website Please see below a response to your feedback.

Reference	Feedback	Response
		As part of the ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the debris flow shelter and whether the roof of the structure can include some form of natural low-level planting or grass. In addition, we are currently preparing an Environmental Impact Assessment Report which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. As part of the ongoing DMRB Stage 3 Assessment, we are actively exploring options to deliver Natural Capital and Bio-diversity Net Gain benefits. This includes consideration of woodland creation, improvements to watercourses and provision of active travel routes. We have been engaging with key stakeholders and will be undertaking further investigation (including site surveys) to determine where benefits could be delivered. These benefits would aim to align with the Scottish Government's aspirations set out in the National Planning Framework 4 and Loch Lomond and the Trossachs National Park Partnership Plan. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_013	1) No issues. Provision for a dedicated cycle lane from top to bottom should be considered if for safety only. 2) As a representative for [Redacted] we have [Redacted] infrastructure in the area which would require 24hr access maintainers. 3) This should finally give a more robust route in and out of Argyll. 4.a) Fantastic view point b) Some heritage info and facilities on the history past and present of the area and it's motorsport legacy of being a world famous hill climb.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. In line with the Scottish Government's vision to promote active travel in 'A Long-Term Vision for Active Travel 2030', which can be found at https://www.transport.gov.scot/media/33649/long-term-vison-for-active-travel-in-scotland-2030.pdf ', and the 'Cycling by Design' guidance document which can be found at Cycling by Design Update 2021

Reference	Feedback	Response
		(transport.gov.scot), suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects. Cyclists will be able to travel through the Debris Flow Shelter (DFS) on the existing road similar to the rest of the A83 Trunk Road. There will be a walkway alongside the DFS for maintenance and evacuation purposes however, it will not be open to pedestrians or cyclists as there is no connecting cycle path or walkway currently on the A83. We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a Design Manual for Roads and Bridges (DMRB) Walking, Cycling and Horse-Riding Assessment (WCHAR). With regards to passing cyclists or slow-moving road users in the DFS, it is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users. We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the Old Military Road (OMR), as identified on the information boards displayed at the public engagement events. Furthermore, we are aware of the paths to the east of the A83 which accesses the Arrochar Alps, and the scheme will aim to ensure no barriers are put in place which prohibit access to existing routes or indeed any of [Redacted] hydro catchment infrastructure. We will be in contact with [Redacted] to make arrangements for future access. The WCHAR Report is currently being developed following the assessment process. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_014	1) To me, this is the most sensible solution, meaning it is likely to be completed! 2) Make sense. 3) 1) Important to 'blend' the drainage ponds (SUDS) into the landscape. 2) Provide a safety margin for cyclists in the shelter, it could become restrictive. 3)Don't make the area too "built up".	Thank you for the feedback you provided following the public engagement events held earlier in the year.

Reference	Feedback	Response
	4) a) Seems ok at present, though I understand the bus issue. b) See point 3 above.	Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. As part of the ongoing Design Manual of Roads and Bridges (DMRB) Stage 3 Assessment, we are actively exploring options to deliver Natural Capital and Bio-diversity Net Gain benefits. This includes consideration of woodland creation, improvements to watercourses and provision of active travel routes. We are also developing proposals to mitigate impacts on the water environment, including sustainable drainage proposals and we recognise the importance of integrating drainage works, including sustainable drainage systems (SuDS) into the surrounding landscape. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the debris flow shelter (DFS) and whether the roof of the structure can include some form of natural low-level planting or grass and try and integrate it into the surrounding environment as much as possible. In addition, we are currently preparing an Environmental Impact Assessment Report which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. In line with the Scottish Government's vision to promote active travel in 'A Long-Term Vision for Active Travel 2030', which can be found at https://www.transport.gov.scot/media/33649/long-term-vison-for-active-travel-in-scotland-2030.pdf ', and the 'Cycling by Design' guidance document which can be found at Cycling by Design Update 2021 (transport.gov.scot), suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects. Cyclists will be able to travel through the DFS on the existing road similar to the rest of the A83 Trunk Road. There will be a walkway alongside the DFS for maintenance and evacuation purposes however, it will not be open to pedestrians or cyclists as there is no connecting cycle path or walkway currently on the A83.

Reference	Feedback	Response
		We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR). With regards to passing cyclists or slow-moving road users in the DFS, it is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing in the proposed scheme and will aid the passing of slow-moving road users. We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the Old Military Road (OMR), as identified on the information boards displayed at the engagement events. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. The WCHAR Report is currently being developed following the assessment process. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_015	1) What about improvements for recreational cyclists? When the design is complete, could the OMR be used for that? A cafe/ restaurant at the top of the rest or even a picnic shelter would be great, especially when the weather is wet.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website.

Reference	Feedback	Response
		Please see below a response to your feedback. We are developing the design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities wherever possible. This includes preparation of a Design Manual for Roads and Bridges (DMRB) Walking, Cycling and Horse-Riding Assessment (WCHAR). We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks to the west of the Old Military Road (OMR). Opportunities to utilise the OMR and other existing routes are being considered as part of this assessment. We have been engaging with Argyll and Bute Council, Forestry, Land Scotland, Loch Lomond and The Trossachs National Park and bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment which identifies the advantages and disadvantages of environment, engineering, economic and traffic terms of the preferred option. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_016	1) Looks good. Presumably the debris management system and water control will try to allow for further climate deterioration as politicians prevaricate and obtuscate on the hard questions of trying to deal with climate change? 2) As the nature of large engineering projects usually leads to overruns on completion dates this MTS is going to have to be both effective and sustainable to avoid serious disruption. 3) 1) Effectiveness 2) Ability to cope with changing circumstances 3) Looking decent within the landscape. 4) a) Don't have any opinion. Frequently use the road but almost never the car park. b) Little or no commercial space should be made available. The point is the view! One small refreshment point is enough.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. As part of the ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment, we are actively exploring options to deliver Natural Capital and Bio-diversity Net Gain benefits. This includes consideration of woodland creation, improvements to watercourses and provision of active travel routes.

Reference	Feedback	Response
		We are also progressing a programme to establish native woodland on the hillside above the road to help reduce the risk of landslides in the area whilst also enhancing local biodiversity and habitat connectivity. The scheme required Transport Scotland to acquire the necessary land before working in partnership with Forestry and Land Scotland to plant native trees of local provenance on the steep hillside. Deer fencing was installed in 2021, and tree planting commenced in March 2022. The planting is now complete, some 250,000 trees have been planted, and longer-term monitoring and management operations are underway. As the Long-Term Solution (LTS) is predominantly on the existing A83 road, there will be a requirement for temporary traffic management for road users during the full construction period, currently estimated to be three to four years. The MTS, announced in December 2022, which is a proportionate programme of improvements to the OMR will not only improve its safety and resilience as a diversion route, but also improve the operation of the OMR by extending the length of two-way operation, reducing the journey times. The two-way operation will cover the southern end of the OMR only, due to the topography and tight bends at the northern end this will remain single lane. Further work is currently being undertaken as part of the DMRB Stage 3 Assessment to consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_017	1) It's the way to go. I can't see any negatives. Some may object to a tunnel, but I think it is sufficiently 'open'. 2) Again, I see no 'negatives' here. Two-way system will be much appreciated. 3) No issues; All good. 1) Safety 2) Base of passage 3) No overly disharmonious constructions. 4) a) Layout/ turning space could be improved. No toilet facilities! b) Toilets!	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website.

Reference	Feedback	Response
		Please see below a response to your feedback. The Medium-Term Solution (MTS), announced in December 2022, which is a proportionate programme of improvements to the Old Military Road (OMR) will not only improve its safety and resilience as a diversion route, but also improve the operation of the OMR by extending the length of two-way operation, reducing the journey times. The two-way operation will cover the southern end of the OMR only, due to the topography and tight bends at the northern end this will remain single lane. The emerging car park design includes connecting the car park to the B828 Glen Mhor local road and also includes access to an improved junction layout to and from the A83. The updated layout improves safety through a reduction in the number of junctions and conflicts between traffic (as well as improving visibility for road users) and improves the bus stop and bus turning facility (improving the gradient and integrating the bus stop within the car park). Design development of the car park layout as well as the need to accommodate a temporary diversion route via the OMR is ongoing and will be finalised in due course. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_018	1) Largely good. Timescale with respect to possible A82 upgrade? Minimize light pollution from 'tunnel' lights. Separate cycle lane? Green roof. 2) Seems ok. - As short a time as possible! 3) Panorama from top of the road - minimal, tarmac/ infrastructure visible, Wildlife - eagles visible from road. 4) a) Adequate b) Don't increase size much	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback.

Reference	Feedback	Response
		The Scottish Government has been clear that construction work on the A82 Tarbet to Inverarnan scheme would not take place at the same time as improvements to the A83 at the Rest and be Thankful in order to avoid significant disruption for local residents and businesses. Subject to the successful completion of the statutory process, the programme for delivery of the A82 Tarbet to Inverarnan scheme will need to be considered carefully to avoid overlap with the work on the A83 at the Rest and Be Thankful. As part of the ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment for the A83, we are undertaking a lighting assessment in order to better understand what daytime and night-time lighting is required within the structure. This takes account of the potential “strobe” effect and the change in light on both entry and exit from the structure. This work also takes account of the different column arrangements under consideration (e.g. vertical columns or slanted, truss columns). In line with the Scottish Government’s vision to promote active travel in ‘A Long-Term Vision for Active Travel 2030’, which can be found at https://www.transport.gov.scot/media/33649/long-term-vison-for-active-travel-in-scotland-2030.pdf ‘, and the 'Cycling by Design' guidance document which can be found at Cycling by Design Update 2021 (transport.gov.scot), suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects. Cyclists will be able to travel through the Debris Flow Shelter (DFS) on the existing road similar to the rest of the A83 Trunk Road. There will be a walkway alongside the DFS for maintenance and evacuation purposes however, it will not be open to pedestrians or cyclists as there is no connecting cycle path or walkway currently on the A83. We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR). With regards to passing cyclists or slow-moving road users in the DFS, it is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users. We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the Old Military Road (OMR), as identified on the information boards displayed at the engagement events. We are also considering what materials can be used on the roof of the DFS. The most important aspect of this decision will be to ensure that the roof includes compressible fill material (e.g. similar in composition to sand) in order to act as a cushion for the concrete structure during any potential landslide or boulder fall. The material on the roof also needs to be capable of supporting maintenance vehicles during the clear-up operation of material from the catch pit following a landslide event.

Reference	Feedback	Response
		As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the DFS and whether the roof of the structure can include some form of natural low-level planting or grass. No decision has been made on the roof material and appearance and this will be confirmed in due course. In addition, we are currently preparing an Environmental Impact Assessment Report which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. As the Long-Term Solution (LTS) is predominantly on the existing A83 road, there will be a requirement for temporary traffic management for road users during the full construction period, currently estimated to be three to four years. This will include traffic light operation and potentially considerable periods of full closures of the A83 where the Old Military Road (OMR) will be required to be in operation extensively during the construction period. The MTS, announced in December 2022, which is a proportionate programme of improvements to the OMR will not only improve its safety and resilience as a diversion route, but also improve the operation of the OMR by extending the length of two-way operation, reducing the journey times. The two-way operation will cover the southern end of the OMR only, due to the topography and tight bends at the northern end, this will remain single lane. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately 10 minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction. Further work is currently being undertaken as part of the DMRB Stage 3 Assessment to consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_019	1) Long term solution looks very good. Pity about the 8 years of interruption. Good presentation! 2) At least the single traffic length would be reduced! 3) 1) Please ensure it is not a tourist attraction other than from the car park at the top. 2) Green topping important	Thank you for the feedback you provided following the public engagement events held earlier in the year.

Reference	Feedback	Response
	4) a) I never stop there b) A tearoom!	Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. As the Long-Term Solution (LTS) is predominantly on the existing A83 road, there will be a requirement for temporary traffic management for road users during the full construction period, currently estimated to be three to four years. This will include traffic light operation and potentially considerable periods of full closures of the A83 where the Old Military Road (OMR) will be required to be in operation extensively during the construction period. The MTS, announced in December 2022, which is a proportionate programme of improvements to the OMR will not only improve its safety and resilience as a diversion route, but also improve the operation of the OMR by extending the length of two-way operation, reducing the journey times. The two-way operation will cover the southern end of the OMR only, due to the topography and tight bends at the northern end this will remain single lane. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately 10 minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction. Further work is currently being undertaken as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment to consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users. As part of the ongoing DMRB, we are considering what materials can be used on the roof of the debris flow shelter. The most important aspect of this decision will be to ensure that the roof includes compressible fill material (e.g. similar in composition to sand) in order to act as a cushion for the concrete structure during any potential landslide or boulder fall. The material on the roof also needs to be capable of supporting maintenance vehicles during the clear-up operation of material from the catch pit following a landslide event. We are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the DFS and whether the roof of the structure can include some form of natural low-level planting or grass.

Reference	Feedback	Response
		No decision has been made on the roof material and appearance and this will be confirmed in due course. In addition, we are currently preparing an Environmental Impact Assessment Report which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_020	1) Needed! Please try to provide cycling track to avoid cyclists being in packs - overtaking roadway under cover! Minimize light pollution 2) Looks difficult as it will impact travel for several years 3) Scenic view is clearly very important - especially from Rest + BT. So important to minimize visual impact of road cover.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the https://www.transport.gov.scot/projects/access-to-argyll-and-bute-a83/project-details/#64777 Please see below a response to your feedback. As part of the ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment, we are undertaking a lighting assessment in order to better understand what daytime and night-time lighting is required within the structure. This takes account of the potential “strobe” effect and the change in light on both entry and exit from the structure. This work also takes account of the different column arrangements under consideration (e.g. vertical columns or slanted, truss columns). In line with the Scottish Government’s vision to promote active travel in ‘A Long-Term Vision for Active Travel 2030’, which can be found at https://www.transport.gov.scot/media/33649/long-term-vison-for-active-travel-in-scotland-

Reference	Feedback	Response
		2030.pdf ‘, and the 'Cycling by Design' guidance document which can be found at Cycling by Design Update 2021 (transport.gov.scot), suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects. Cyclists will be able to travel through the Debris Flow Shelter (DFS) on the existing road similar to the rest of the A83 Trunk Road. There will be a walkway alongside the DFS for maintenance and evacuation purposes however it will not be open to pedestrians or cyclists as there is no connecting cycle path or walkway currently on the A83. We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR). With regards to passing cyclists or slow-moving road users in the DFS, it is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users. We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the Old Military Road (OMR), as identified on the information boards displayed at the engagement events. As the Long-Term Solution (LTS) is predominantly on the existing A83 road, there will be a requirement for temporary traffic management for road users during the full construction period, currently estimated to be three to four years. This will include traffic light operation and potentially considerable periods of full closures of the A83 where the Old Military Road (OMR) will be required to be in operation extensively during the construction period. The Medium-Term Solution (MTS), announced in December 2022, which is a proportionate programme of improvements to the OMR will not only improve its safety and resilience as a diversion route, but also improve the operation by extending the length of two-way operation, reducing the journey times. The two-way operation will cover the southern end of the OMR only, due to the topography and tight bends at the northern end this will remain single lane. Further work is currently being undertaken as part of the DMRB Stage 3 Assessment to consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the DFS and whether the roof of the structure can include some form of natural low-level planting or grass. In addition, we are currently preparing an Environmental Impact Assessment Report which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any

Reference	Feedback	Response
		significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_021	1) Seems totally appropriate. Greening of the roof will help with visual impact. Need to keep as much natural visibility as possible. Is there any plan to give guided tours/unguided walking opportunities on the roof? 2) Improvements to the Old Military road could be used after A83 fully open and a dedicated cycle way to keep cyclists out of tunnel/covered area. 3) 1) The landscape and the engineering needed to create a safe route for travel should be obvious. 2) Hiding the debris flow shelter from the car park is only needed if the shelter is ugly. 3)There are plenty of 'unspoiled' views in Scotland. We should show how engineering can help solve problems. 4) a) Good place to stop when the weather is dry. b) More information should be available, either in a visitor centre with toilets (probably seasonal) or more boards with roofed areas. Possibly replace tarmac surface with a greener alternative. Electric car charging points could be added. More cycle/ motorbike parking.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. As part of the ongoing DMRB Stage 3 Assessment, we are considering what materials can be used on the roof of the Debris Flow Shelter (DFS). The most important aspect of this decision will be to ensure that the roof includes compressible fill material (e.g. similar in composition to sand) in order to act as a ‘cushion’ for the concrete structure during any potential landslide or boulder fall. The material on the roof also needs to be capable of supporting maintenance vehicles during the clear-up operation of material from the catch pit following a landslide event. In addition to the structural considerations, we are also considering whether the roof can include some form of natural low-level planting or grass in order to mitigate the landscape and visual impacts of the structure and try and integrate it into the surrounding environment as much as possible. No decision has been made on the roof material and appearance and this will be confirmed in due course. As the roof will be used as maintenance access there are no plans to introduce walking tours or similar on top of the shelter.

Reference	Feedback	Response
		We are currently preparing an Environmental Impact Assessment Report which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. Opportunities to utilise the Old Military Road (OMR) and other existing routes are being considered as part of this assessment. In line with the Scottish Government's vision to promote active travel in 'A Long-Term Vision for Active Travel 2030', which can be found at https://www.transport.gov.scot/media/33649/long-term-vison-for-active-travel-in-scotland-2030.pdf ', and the 'Cycling by Design' guidance document which can be found at Cycling by Design Update 2021 (transport.gov.scot), suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects. Cyclists will be able to travel through the DFS on the existing road similar to the rest of the A83 Trunk Road. There will be a walkway alongside the DFS for maintenance and evacuation purposes however, it will not be open to pedestrians or cyclists as there is no connecting cycle path or walkway currently on the A83. We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR). With regards to passing cyclists or slow-moving road users in the DFS, it is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users. We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the OMR, as identified on the information boards displayed at the public engagement events. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.

Reference	Feedback	Response
A83RABT_022	1) Probably the only solution - lived in Europe very used to avalanche tunnels anything that can be done to make it fit in with the landscape will be greatly appreciated - green roof etc. 2) Improvements to the road to cut back on the queues and closures will benefit visitors + residents on both sides. 3) Prevention of long queues - Ability to move from one side of Argyll + Bute to the other. An accessible stopping place at the top for views - toilets - visitors centre etc. 4) a) Fine - like the food truck - toilets would be good - parking for large groups of motorbikes in needed. Electric chargers for cars, motorbikes and electric bikes is also needed. b) Information boards on the geology, geography, natural environment, wildlife etc.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. As part of the ongoing DMRB Stage 3 Assessment, we are considering what materials can be used on the roof of the Debris Flow Shelter (DFS). The most important aspect of this decision will be to ensure that the roof includes compressible fill material (e.g. similar in composition to sand) in order to act as a 'cushion' for the concrete structure during any potential landslide or boulder fall. The material on the roof also needs to be capable of supporting maintenance vehicles during the clear-up operation of material from the catch pit following a landslide event. In addition to the structural considerations, we are also considering whether the roof can include some form of natural low-level planting or grass in order to mitigate the landscape and visual impacts of the structure and try and integrate it into the surrounding environment as much as possible. No decision has been made on the roof material and appearance and this will be confirmed in due course. The improvements to the Old Military Road (OMR) as part of the Medium-Term Solution (MTS) will deliver a safe, proportionate and more resilient diversion route when the A83 is closed. The interventions will be in place prior to the construction of the Long-Term Solution (LTS) and reduce disruption to road users during the construction of the DFS. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. Further work is currently being undertaken as part of the DMRB Stage 3 Assessment (which consists of a more detailed design of the preferred route) to consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users during construction.

Reference	Feedback	Response
		We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets, at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the DMRB Stage 3 Assessment. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_023	1) Good plan, taking into account the challenge. Seems a good technical solution. I like the look of it. A walking and cycle path alongside would be good, maybe essential. 2) Again needed. 3) It is a significant civil engineering project and will look like that - a contrast in the landscape.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. In line with the Scottish Government's vision to promote active travel in 'A Long-Term Vision for Active Travel 2030', which can be found at https://www.transport.gov.scot/media/33649/long-term-vison-for-active-travel-in-scotland-2030.pdf ', and the 'Cycling by Design' guidance document which can be found at Cycling by Design Update 2021 (transport.gov.scot), suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects. Cyclists will be able to travel through the Debris Flow Shelter (DFS) on the existing road similar to the rest of the A83 Trunk Road. There will be a walkway alongside the DFS for maintenance and evacuation purposes however, it will not be open to pedestrians or cyclists as there is no connecting cycle path or walkway currently on the A83. We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR). With regards to passing cyclists or slow-moving road users in the DFS, it is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users

Reference	Feedback	Response
		including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users. We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the Old Military Road (OMR), as identified on the information boards displayed at the public engagement events. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the debris flow shelter and whether the roof of the structure can include some form of natural low-level planting or grass. In addition, we are currently preparing an Environmental Impact Assessment Report which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_024	1) It appears to be least disruptive to the Glen Croe landscape retaining the car park and an acceptable connection with the B828. 2) Measures to mitigate delays via OMR are appreciated. 3) Important to preserve the beauty of Glen Croe. The proposed debris shelter is aesthetically pleasing. 4) a) Existing problems for linking locals bus with intercity services between Oban, Campbeltown and Glasgow. Bus Stop can be blocked by touring coaches. b) Important to facilitate public transport by bus.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. The improvements to the Old Military Road (OMR) as part of the Medium-Term Solution (MTS) will deliver a safe, proportionate and more resilient diversion route when the A83 is closed. The interventions will be in place prior to the construction of the (LTS) and reduce disruption to road users during the construction of the Debris Flow Shelter (DFS).

Reference	Feedback	Response
		Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. Further work is currently being undertaken as part of the DMRB Stage 3 Assessment (which consists of a more detailed design of the preferred route) to consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users during construction. We are also considering what materials can be used on the roof of the debris flow shelter. The most important aspect of this decision will be to ensure that the roof includes compressible fill material (e.g. similar in composition to sand) in order to act as a cushion for the concrete structure during any potential landslide or boulder fall. The material on the roof also needs to be capable of supporting maintenance vehicles during the clear-up operation of material from the catch pit following a landslide event. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the debris flow shelter and whether the roof of the structure can include some form of natural low-level planting or grass. No decision has been made on the roof material and appearance and this will be confirmed in due course. In addition, we are currently preparing an Environmental Impact Assessment Report which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. The emerging car park design includes a revised connection from the car park to the B828 Glen Mhor local road and also includes access to an improved junction layout to and from the A83. The updated layout improves safety through a reduction in the number of junctions and conflicts between traffic (as well as improving visibility for road users) and improves the bus stop and bus turning facility (improving the gradient and integrating the bus stop within the car park). Design development of the car park layout as well as the need to accommodate a temporary diversion route via the OMR is ongoing and will be confirmed in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com

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		Thank you for your interest in the scheme.
A83RABT_025	1) Great idea. As a local, the route is important to me as I drive/ cycle [Redacted] 5 days per week. 2) For me the need is for as little disruption as possible is really important to reduce travel time + environmental impact. 3) - Active transport - I am a keen cyclist and would like to see mountain bike trails kept or added to along glen croe. - As little disruption as possible for locals travelling to Lochgoilhead. - Keep layby open for hill access. 4) a) Great burger van - Local business important rest stop for vehicles. b) - Mountain bike trails - Better road surfaces - A winter grit container for locals to use on Glen Mhor road.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. The improvements to the Old Military Road (OMR) as part of the Medium-Term Solution (MTS) will deliver a safe, proportionate and more resilient diversion route when the A83 is closed. The interventions will be in place prior to the construction of the Long-Term Solution (LTS) and reduce disruption to road users during the construction of the Debris Flow Shelter (DFS). Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. Further work is currently being undertaken as part of the DMRB Stage 3 Assessment (which consists of a more detailed design of the preferred route) to consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users during construction. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the debris flow shelter and whether the roof of the structure can include some form of natural low-level planting or grass. We are currently preparing an Environmental Impact Assessment Report which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. In line with the Scottish Government's vision to promote active travel in 'A Long-Term Vision for Active Travel 2030', which can be found at https://www.transport.gov.scot/media/33649/long-term-vison-for-active-travel-in-scotland-2030.pdf ', and the 'Cycling by Design' guidance document which can be found at Cycling by Design Update 2021

Reference	Feedback	Response
		(transport.gov.scot), suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects. Cyclists will be able to travel through the DFS on the existing road similar to the rest of the A83 Trunk Road. There will be a walkway alongside the DFS for maintenance and evacuation purposes however, it will not be open to pedestrians or cyclists as there is no connecting cycle path or walkway currently on the A83. We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR). With regards to passing cyclists or slow-moving road users in the DFS, it is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users. We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the OMR, as identified on the information boards displayed at the engagement events. Furthermore, we are aware of the paths to the east of the A83 which accesses the Arrochar Alps, and the proposed scheme will aim to ensure no barriers are put in place which inhibit access to existing routes. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_026	1) I would like a start and finish date as we have been talking for last 10 years + [Redacted]. 2) Happy with the medium term solution but would like a time scale when only the OMR will be only route available to Argyll. 3) Fits with landscape as its a must. Looking for a start and finish date. Bus and emergency be able to access Lochgoilhead B828.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment.

Reference	Feedback	Response
	4) a) Improve entrance and exit with better site levels. This would help large vehicles and a one way system to and from the car park. b) Improve the bus stop + turning facility to make in a 12 month stop as at the moment only summer months as west coast say too dangerous over the winter [unintelligible]	We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. The next step for the project which is the detailed design and assessment of the preferred option is progressing at pace and will conclude with the publication of draft Orders for comment, currently expected by the end of 2024. Progress following the publication of draft Orders will depend on the level and nature of any representations, including objections, to the published draft Orders. As with all our infrastructure projects, construction of the Long-Term Solution (LTS) can only commence if it is approved under the relevant statutory authorisation process and thereafter a timetable for construction can be determined in line with available budgets. It is estimated that construction will take three to four years including an allowance for possible standdown time due to bad weather. The improvements to the Old Military Road (OMR) as part of the Medium-Term Solution (MTS) will deliver a safe, proportionate and more resilient diversion route when the A83 is closed. The interventions will be in place prior to the construction of the LTS and reduce disruption to road users during the construction of the Debris Flow Shelter (DFS). Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. Further work is currently being undertaken as part of the DMRB Stage 3 Assessment (which consists of a more detailed design of the preferred route) to consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users during construction. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the DFS and whether the roof of the structure can include some form of natural low-level planting or grass. We are currently preparing an Environmental Impact Assessment Report which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful

Reference	Feedback	Response
		Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. The emerging car park design includes a revised connection from the car park to the B828 Glen Mhor local road and also includes access to an improved junction layout to and from the A83. The updated layout improves safety through a reduction in the number of junctions and conflicts between traffic (as well as improving visibility for road users) and improves the bus stop and bus turning facility (improving the gradient and integrating the bus stop within the car park). Design development of the car park layout as well as the need to accommodate a temporary diversion route via the OMR is ongoing and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_027	1) Very good solution to long term problem. 2) Good ideas.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the https://www.transport.gov.scot/projects/access-to-argyll-and-bute-a83/project-details/#64777 To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_028	1) It looks amazing, living here for 30 years the road has been at times a nightmare, Looking now for the new road. 2) Anything that helps the on going issues is for sure a bonus for the locals. 3) Looking at the plans, I am very happy with the proposed plans, it seems to fit in with landscape. 4) a) It is not great, specially when coaches are parked in the pull over space at the entrance to the road to the goil.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment.

Reference	Feedback	Response
	b) A proper view point, parking for cars, and coaches, some seating area for people.	We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the Debris Flow Shelter (DFS) and whether the roof of the structure can include some form of natural low-level planting or grass. We are currently preparing an Environmental Impact Assessment Report which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. The emerging car park design includes a revised connection from the car park to the B828 Glen Mhor local road and also includes access to an improved junction layout to and from the A83. The updated layout improves safety through a reduction in the number of junctions and conflicts between traffic (as well as improving visibility for road users) and improves the bus stop and bus turning facility (improving the gradient and integrating the bus stop within the car park). Design development of the car park layout as well as the need to accommodate a temporary diversion route via the OMR is ongoing and will be confirmed in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_029	1) During construction will Transport Scotland give consideration to the use of ferry from Campbeltown. Reassurance of how robust. 2) Would have preferred if forestry road could also have been considered to allow 2 way traffic.	Thank you for the feedback you provided following the public engagement events held earlier in the year.

Reference	Feedback	Response
	3) It will be important for solution to be integrated with the landscape either by plants, paints etc. 4) a) Think there is scope for developing to attract people to stay longer. b) Possible toilets at car park given cars and buses stopping.	Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. Consideration of alternative transport modes, including the utilisation of ferry services during the construction period, are being explored and we understand the concerns of businesses and communities in Argyll. The forestry track option, or the Green Option as it's referred to, which featured a two-way road was considered as part of the LTS and MTS assessment. However the key reasons to support the Debris Flow Shelter (DFS) as the preferred route option are that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. The Medium-Term Solution (MTS) consists of improvements to the existing Old Military Road (OMR) through the Glen Croe corridor to make it a more resilient diversion route until the Long-Term Solution (LTS) is in place. These improvements will improve the resilience of the diversion route, reduce journey times, are the quickest to implement, are of relatively lower cost and would have the least impact overall across the range of criteria assessed of the medium-term options considered. Full details of the assessment to support the selection of the preferred option for the MTS can be found on the Transport Scotland Website. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the DFS and whether the roof of the structure can include some form of natural low-level planting or grass. We are currently preparing an Environmental Impact Assessment Report which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a

Reference	Feedback	Response
		result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_030	1) Agree with proposal though consider using walkway for cyclist.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. In line with the Scottish Government's vision to promote active travel in 'A Long-Term Vision for Active Travel 2030', which can be found at https://www.transport.gov.scot/media/33649/long-term-vison-for-active-travel-in-scotland-2030.pdf ', and the 'Cycling by Design' guidance document which can be found at Cycling by Design Update 2021 (transport.gov.scot), suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects. Cyclists will be able to travel through the Debris Flow Shelter (DFS) on the existing road similar to the rest of the A83 Trunk Road. There will be a walkway alongside the DFS for maintenance and evacuation purposes however it will not be open to pedestrians or cyclists as there is no connecting cycle path or walkway currently on the A83.

Reference	Feedback	Response
		We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR). With regards to passing cyclists or slow-moving road users in the DFS, it is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users. We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the Old Military Road (OMR), as identified on the information boards displayed at the public engagement events. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_031	1) This is a good solution. Get it done! 2) Work that needs to be done to keep route at present operational. 3) Not an area of outstanding beauty at present so more concrete and steel should have little impact. Local use of the road to get from A to B, not spending time looking at the views on that stretch of road. 4) a) Seems adequate b) Consult on whether any business opportunities for seasonal cafe with toilets.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. The improvements to the Old Military Road (OMR) as part of the Medium-Term Solution (MTS) will deliver a safe, proportionate and more resilient diversion route when the A83 is closed. The interventions will be in place prior to the construction of the Long-Term Solution (LTS) and reduce disruption to road users during the construction of the Debris Flow Shelter (DFS).

Reference	Feedback	Response
		Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. Further work is currently being undertaken as part of the DMRB Stage 3 Assessment (which consists of a more detailed design of the preferred route) to consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users during construction. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the DFS and whether the roof of the structure can include some form of natural low-level planting or grass. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_032	1) Cynical it will happen for many years. It's a political football brought out to be kicked around before elections then put back in box. 3) Very pretty pictures, environmental study worthless another delaying tactic 4) a) Very pretty b) Well I suppose visitor centre various information signs toilets with a huge charge to use!	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on theTransport Scotland Website. Please see below a response to your feedback. The works associated with the Environmental Impact Assessment Report is a statutory requirement and forms a key element of the statutory authorisation process which is followed by all trunk road projects. This assessment will

Reference	Feedback	Response
		determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_033	2) Tunnel Code, Fire precaution fro DG's specifically UN3065.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. As part of the ongoing DMRB Stage 3 Assessment, we are considering in detail what procedures need to be in place within the Debris Flow Shelter in the event of a breakdown, fire and the transportation of dangerous goods. We are actively engaging with and consulting emergency services in order to better understand their response to such an event. This includes consideration of a response to a fire within the structure. As part of the DMRB Stage 3 Assessment, we are continuing to develop proposals in line with the emerging design and in accordance with relevant design standards and legislation. This includes consideration of how to prevent and limit the consequences of an emergency incident. Other related aspects under ongoing assessment include both fire and smoke modelling work and a lighting assessment, to determine what daytime, night-time and emergency lighting is required within the structure.

Reference	Feedback	Response
		To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_034	1) Hopefully it will work - I would have preferred a tunnel. Would have liked to have seen a cycle path to the side. 2) Again, hope it works. 3) Would like to see grass/ wild flower roof. Pillars painted green. 4) a) Ok, good views down the glen. b) Few additional spaces - cycle racks	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. The key reasons to support the Debris Flow Shelter (DFS) as the preferred route option are that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. In line with the Scottish Government's vision to promote active travel in 'A Long-Term Vision for Active Travel 2030', which can be found at https://www.transport.gov.scot/media/33649/long-term-vison-for-active-travel-in-scotland-2030.pdf ', and the 'Cycling by Design' guidance document which can be found at Cycling by Design Update 2021 (transport.gov.scot), suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects. Cyclists will be able to travel through the DFS on the existing road similar to the rest of the A83 Trunk Road. There will be a walkway alongside the DFS for maintenance and evacuation purposes however it will not be open to pedestrians or cyclists as there is no connecting cycle path or walkway currently on the A83.

Reference	Feedback	Response
		We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR). With regards to passing cyclists or slow-moving road users in the DFS, it is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users. We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the Old Military Road (OMR), as identified on the information boards displayed at the engagement events. As part of the ongoing DMRB Stage 3 Assessment, we are considering what materials can be used on the roof of the DFS. The most important aspect of this decision will be to ensure that the roof includes compressible fill material (e.g. similar in composition to sand) in order to act as a cushion for the concrete structure during any potential landslide or boulder fall. The material on the roof also needs to be capable of supporting maintenance vehicles during the clear-up operation of material from the catch pit following a landslide event. In addition to the structural considerations, we are also considering whether the roof can include some form of natural low-level planting or grass in order to mitigate the landscape and visual impacts of the structure and try and integrate it into the surrounding environment as much as possible. We are also currently preparing an Environmental Impact Assessment Report which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. No decision has been made on the roof material and appearance and this will be confirmed in due course. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com

Reference	Feedback	Response
		Thank you for your interest in the scheme.
A83RABT_035	3) Gov. must stump up and soon. Expensive to maintain. Simpler swiss rail style shute quicker, easier, less intrusive. 4) Rain run off can be a problem for erosion. Rain trough leading to stream.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. The next step for the project which is the detailed design and assessment of the preferred option is progressing at pace and will conclude with the publication of draft Orders for comment, currently expected by the end of the year. Progress following the publication of draft Orders will depend on the level and nature of any representations, including objections, to the published draft Orders. As with all our infrastructure projects, construction of the long-term solution can only commence if it is approved under the relevant statutory authorisation process and thereafter a timetable for construction can be determined in line with available budgets. The key reasons to support the Debris Flow Shelter (DFS) as the preferred route option are that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. Furthermore, please refer to Section 5.2 of the Stage 2 Report for details of how the options evolved to include catch pits, as opposed to allowing the material to flow over the roof. A six-metre-wide catch pit is proposed to run parallel to the DFS and the Debris Flow Protection Wall (DFW). The catch pit's main function is to capture material from landslides and rockfall, mitigating direct impacts to the DFS and DFW. Providing the catch pit parallel to the DFS and DFW also allows the landslip and rockfall material to be cleared up following an event. The clear up operation will include the material being excavated by a construction plant (e.g.

Reference	Feedback	Response
		excavators and dumper trucks) situated on the roof of the DFS. A maintenance access track at the southern end of the DFS provides access to the roof for maintenance operatives. This approach thereby allows traffic to continue running on the A83 during and after a landslide event. Structural inspections of the DFS will be undertaken at prescribed periods to monitor the structural integrity and following any landslide events. As part of the ongoing DMRB Stage 3 Assessment, we are actively exploring options to deliver Natural Capital and Bio-diversity Net Gain benefits. These include consideration of woodland creation, improvements to watercourses and provision of active travel routes. We are also developing proposals to mitigate impacts on the water environment, including sustainable drainage proposals and recognise the importance of integrating drainage works, including Sustainable Drainage Systems (SuDS) into the surrounding landscape. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_036	1) Initially doubtful, but impressed by engineers explanation + think being able to clear from top of debris flow shelter without shutting road. 2) Indifferent. 3) View from top of R + BT + up + down length of Glen Croe. I like the tree planting plan. Watercourses would be preserved + mostly visible, I hope? 4) a) Fairly obtrusive b) Grass crete/ green parking areas, information boards OMR as walking trail.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback.

Reference	Feedback	Response
		As part of the ongoing DMRB Stage 3 Assessment, we are actively exploring options to deliver Natural Capital and Bio-diversity Net Gain benefits. These include consideration of woodland creation, improvements to watercourses and provision of active travel routes. We are also progressing a programme to establish native woodland on the hillside above the road to help reduce the risk of landslides in the area whilst also enhancing local biodiversity and habitat connectivity. The scheme required Transport Scotland to acquire the necessary land before working in partnership with Forestry and Land Scotland to plant native trees of local provenance on the steep hillside. Deer fencing was installed in 2021, and tree planting commenced in March 2022. The planting is now complete, some 250,000 trees have been planted, and longer-term monitoring and management operations are underway. As part of the ongoing DMRB Stage 3 Assessment, we are considering what materials can be used on the roof of the Debris Flow Shelter (DFS). The most important aspect of this decision will be to ensure that the roof includes compressible fill material (e.g. similar in composition to sand) in order to act as a 'cushion' for the concrete structure during any potential landslide or boulder fall. The material on the roof also needs to be capable of supporting maintenance vehicles during the clear-up operation of material from the catch pit following a landslide event. In addition to the structural considerations, we are also considering whether the roof can include some form of natural low-level planting or grass in order to mitigate the landscape and visual impacts of the structure and try and integrate it into the surrounding environment as much as possible. No decision has been made on the roof material and appearance and this will be confirmed in due course. We are currently preparing an Environmental Impact Assessment Report which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_037	1) Hope it negates the description over the last 10-12 years. Worried over the 4yr construction period and essential closure of the A83 during construction.	Thank you for the feedback you provided following the public engagement events held earlier in the year.

Reference	Feedback	Response
	2) 2 way traffic to the military road is essential during construction phase. 3) Needs must / What about the recent road closure further along the A83 towards Inverary.	Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. As the Long-Term Solution (LTS) is predominantly on the existing A83 road, there will be a requirement for temporary traffic management for road users during the full construction period, currently estimated to be three to four years. This will include traffic light operation and potentially considerable periods of full closures of the A83 where the Old Military Road (OMR) will be required to be in operation extensively during the construction period. The Medium-Term Solution (MTS), announced in December 2022, which is a proportionate programme of improvements to the OMR will not only improve its safety and resilience as a diversion route, but also improve the operation by extending the length of two-way operation, reducing the journey times. The two-way operation will cover the southern end of the OMR only, due to the topography and tight bends at the northern end this will remain single lane. The improvements to the OMR as part of the MTS will deliver a safe, proportionate and more resilient diversion route when the A83 is closed. The interventions will be in place prior to the construction of the LTS and reduce disruption to road users during the construction of the Debris Flow Shelter (DFS). Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. Further work is currently being undertaken as part of the DMRB Stage 3 Assessment (which consists of a more detailed design of the preferred route) to consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users during construction. With respect to other works and road closures on the A83 within the vicinity of Inverary BEAR Scotland are the Trunk Road Operation Company for the area and are responsible for monitoring and managing any necessary works. Please refer to the BEAR Scotland website at the following link for details of current and proposed works on the A83 and other associated trunk interventions- https://www.bearscot.com/search/a83/.

Reference	Feedback	Response
		To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_038	2) Consider intelligent traffic signals rather than convoy. 3) -Programme requires to be fast tracked, taking too long. -Economy of A&B and Campbeltown in particular has been stalled, who would invest or start a business until its in place. -Observation made that ferries being off has also greatly impacted tourist visitors to the area.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. As the Long-Term Solution (LTS) is predominantly on the existing A83 road, there will be a requirement for temporary traffic management for road users during the full construction period, currently estimated to be three to four years. This will include traffic light operation and potentially considerable periods of full closures of the A83 where the Old Military Road (OMR) will be required to be in operation extensively during the construction period. The Medium-Term Solution (MTS), announced in December 2022, which is a proportionate programme of improvements to the OMR will not only improve its safety and resilience as a diversion route, but also improve the operation by extending the length of two-way operation, reducing the journey times. The two-way operation will cover the southern end of the OMR only, due to the topography and tight bends at the northern end this will remain single lane. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately 10 minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction. Further work is currently being undertaken as part of the DMRB Stage 3 Assessment (which consists of a more detailed design of the preferred route) to consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users during construction and the associated impact this could have to the wider Argyll and Bute economy. It is noted that the options assessment work completed to date and the ongoing

Reference	Feedback	Response
		DMRB Stage 3 Assessment covers a range of factors which encompass economic considerations as well as performance against national and regional objectives. The next step for the project which is the detailed design and assessment of the preferred option is progressing at pace and will conclude with the publication of draft Orders for comment, currently expected by the end of this year. Progress following the publication of draft Orders will depend on the level and nature of any representations, including objections, to the published draft Orders. As with all our infrastructure projects, construction of the LTS can only commence if it is approved under the relevant statutory authorisation process and thereafter a timetable for construction can be determined in line with available budgets. Work is being undertaken in accordance with the DMRB which is used to develop and assess road projects. This is considered standard good practice and is used throughout the UK. The DMRB Stage 2 Options Assessment work considered a range of environmental, engineering, traffic and economic factors. It also considered the performance against the national and regional objectives and the disruption to road users during construction, more information can be found in the DMRB Stage 2 Report. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_039	1) My own suggestion was to build a new road on the route of this old military road with stilts at the top bend area. However the new suggested bridge/ canopy looks very good. 2) Make the old military road one way down for single traffic and the Rest and Be Thankful one way up. This would lessen the need for traffic lights. 4a) I think that your proposals make the car park very accessible. b) Build a new toilet block. Also I note that there will be better access for buses.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. Your suggestion of a viaduct type structure along the route of the Old Military Road (OMR) sounds similar to the Purple'Option we considered as part of our DMRB Stage 2 Options Assessment. The key reason to support the Debris Flow Shelter (DFS) as the preferred route option is that it achieves the scheme objectives of improving resilience and

Reference	Feedback	Response
		operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. As the Long-Term Solution (LTS) is predominantly on the existing A83 road, there will be a requirement for temporary traffic management for road users during the full construction period, currently estimated to be three to four years. This 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. The Medium-Term Solution (MTS), announced in December 2022, which is a proportionate programme of improvements to the OMR will not only improve its safety and resilience as a diversion route, but also improve the operation by extending the length of two-way operation, reducing the journey times. The two-way operation will cover the southern end of the OMR only, due to the topography and tight bends at the northern end this will remain single lane. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. Further work is currently being undertaken as part of the DMRB Stage 3 Assessment (which consists of a more detailed design of the preferred route) to consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users during construction. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. The emerging car park design includes a revised connection from the car park to the B828 Glen Mhor local road and also includes access to an improved junction layout to and from the A83. The updated layout improves safety through a reduction in the number of junctions and conflicts between traffic (as well as improving visibility for road users) and improves the bus stop and bus turning facility (improving the gradient and integrating the bus stop within the car park). The design development of the car park layout and consideration of toilet facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com

Reference	Feedback	Response
		Thank you for your interest in the scheme.
A83RABT_040	1) Greatly appreciate this long standing problem of landslide to be overcome with a shelter over the A83 at RABT. 2) In order to get to long term solution, I appreciate we will have inconvenience. With as much dualling of the OMR as possible that will reduce waiting times. Short term pain for long term gain. 3) 1) Having the A83 open 24 hrs a day of RATB. 2) Having the road shelter blend in to the scenery. I like the design. 3) Just get the construction underway before I die!... 4) a) It is not well designed and bus not available in the winter. Turn off the Glen road very poor, needing eleaver of it from A83. b) Have a proper visitor centre with car park for coaches, caravan, separate bays for HGVs. All year round stopping for buses.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. As the Long-Term Solution (LTS) is predominantly on the existing A83 road, there will be a requirement for temporary traffic management for road users during the full construction period, currently estimated to be three to four years. This will include traffic light operation and potentially considerable periods of full closures of the A83 where the Old Military Road (OMR) will be required to be in operation extensively during the construction period. The Medium-Term Solution (MTS), announced in December 2022, which is a proportionate programme of improvements to the OMR will not only improve its safety and resilience as a diversion route, but also improve the operation by extending the length of two-way operation, reducing the journey times. The two-way operation will cover the southern end of the OMR only, due to the topography and tight bends at the northern end this will remain single lane. The improvements to the OMR as part of the MTS will deliver a safe, proportionate and more resilient diversion route when the A83 is closed. The interventions will be in place prior to the construction of the LTS and reduce disruption to road users during the construction of the Debris Flow Shelter (DFS). Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. Further work is currently being undertaken as part of the DMRB Stage 3 Assessment (which consists of a more detailed design of the preferred route) to consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users during construction.

Reference	Feedback	Response
		We are currently preparing an Environmental Impact Assessment Report which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. The emerging car park design includes a revised connection from the car park to the B828 Glen Mhor local road and also includes access to an improved junction layout to and from the A83. The updated layout improves safety through a reduction in the number of junctions and conflicts between traffic (as well as improving visibility for road users) and improves the bus stop and bus turning facility (improving the gradient and integrating the bus stop within the car park). Design development of the car park layout as well as the need to accommodate a temporary diversion route via the OMR is ongoing and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_041	1) Seems a very good solution. 2) Not entirely clear how OMR will be speeded up. 3)Will be visually exciting. All this sort of thing is done all over Europe. 4) a) Messy + disorganised. b) Lots of parking spaces - preferably overlooking the glen, cups of tea. Benches. Picnic area. Locals like us use it out of season - perhaps some street lighting?	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. As the Long-Term Solution (LTS) is predominantly on the existing A83 road, there will be a requirement for temporary traffic management for road users during the full construction period, currently estimated to be three to four years.

Reference	Feedback	Response
		This will include traffic light operation and potentially considerable periods of full closures of the A83 where the Old Military Road (OMR) will be required to be in operation extensively during the construction period. The Medium-Term Solution (MTS), announced in December 2022, which is a proportionate programme of improvements to the OMR will not only improve its safety and resilience as a diversion route, but also improve the operation by extending the length of two-way operation, reducing the journey times. The two-way operation will cover the southern end of the OMR only, due to the topography and tight bends at the northern end this will remain single lane. The improvements to the OMR as part of the MTS will deliver a safe, proportionate and more resilient diversion route when the A83 is closed. The interventions will be in place prior to the construction of the LTS and reduce disruption to road users during the construction of the Debris Flow Shelter (DFS). Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. Further work is currently being undertaken as part of the DMRB Stage 3 Assessment (which consists of a more detailed design of the preferred route) to consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users during construction. The emerging car park design includes a revised connection from the car park to the B828 Glen Mhor local road and also includes access to an improved junction layout to and from the A83. The updated layout improves safety through a reduction in the number of junctions and conflicts between traffic (as well as improving visibility for road users) and improves the bus stop and bus turning facility (improving the gradient and integrating the bus stop within the car park). Design development of the car park layout as well as the need to accommodate a temporary diversion route via the OMR is ongoing and will be finalised in due course. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_042	1) Long term this plan makes sense. I would like more clarity on the use of the road for bicycles. The video and plans show double white lines along the route. Will there be a option for bikes to utilize a separate path? Otherwise there will be significant hold ups while heading up the hill.	Thank you for the feedback you provided following the public engagement events held earlier in the year.

Reference	Feedback	Response
	3) Just make it happen. 4) No interest in the carpark	Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. In line with the Scottish Government's vision to promote active travel in 'A Long-Term Vision for Active Travel 2030', which can be found at https://www.transport.gov.scot/media/33649/long-term-vison-for-active-travel-in-scotland-2030.pdf ', and the 'Cycling by Design' guidance document which can be found at Cycling by Design Update 2021 (transport.gov.scot), suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects. Cyclists will be able to travel through the Debris Flow Shelter (DFS) on the existing road similar to the rest of the A83 Trunk Road. There will be a walkway alongside the DFS for maintenance and evacuation purposes however it will not be open to pedestrians or cyclists as there is no connecting cycle path or walkway currently on the A83. We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR). With regards to passing cyclists or slow-moving road users in the DFS, it is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users. We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the Old Military Road (OMR), as identified on the information boards displayed at the engagement events. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com

Reference	Feedback	Response
		Thank you for your interest in the scheme.
A83RABT_043	1) See below... 2) See below... 3)Overall I believe this represents a ‘sticking plaster’ that really does not provide a long term solution. This road should promote growth and greater prosperity for the communities it feeds. A single carriageway does little to provide this. A public private initiative could achieve a better solution with the view to building an elegant bridge through the glen beside the existing A83. 4) Main requirement will be rest/refreshment and ev charging points.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. A viaduct option was considered as part of the DMRB Stage 2 Assessment however it was not taken forward as the preferred route. The key reason to support the Debris Flow Shelter (DFS) as the preferred route option is that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. The preferred route option is based on a single carriageway standard as set out in the DMRB and takes account of the existing and future traffic volume projections on the A83 Trunk Road. This therefore provides sufficient capacity for all road users and futureproofs the scheme to accommodate growth and development within Argyll and Bute. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.

Reference	Feedback	Response
A83RABT_044	1) The solution is probably not that but instead the decision of TS officers. Given the recent landslides past Loch Restil, the long term plans offer no solution to landslides NW of the RABT but a tunnel from Butterbridge to Glen Croe would. Therefore, the current long term options builds in future problems by not bypassing the problem areas. It is not clear what provision is made for cycles in the debris shelter. The presentation appears to suggest that people cycle down the pavement on either side of the carriageway but this isn't clear. 2) It's isn't a medium term solution as it's just the same as present with some minor changes. 3) The long term plans are much more intrusive than a tunnel which would be invisible. Given the amount of construction required, the long term plans will have a long term and permanent negative impact on the landscape with increased visual presence once construction is complete. It is certainly less than a viaduct up the centre of the glen but much greater than a direct tunnel under the hill. 4) Retail - burger vans EV charging points	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. Tunnel options were considered as part of the DMRB Stage 2 Assessment however they were not taken forward as the preferred route. The key reasons to support the Debris Flow Shelter (DFS) as the preferred route option is that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Work is being undertaken in accordance with the DMRB which is used to develop and assess road projects. This is considered standard good practice and is used throughout the UK. The DMRB Stage 2 Options Assessment work considered a range of environmental, engineering, traffic and economic factors. It also considered the performance against the national and regional objectives and disruption to road users during construction, more information can be found in the DMRB Stage 2 Report. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. In October 2023 the area around the A83 Rest and Be Thankful saw a month's worth of rainfall, around 160mm, fell over 36 hours. The catch pits and fences have ensured only a small amount of debris had reached the road at the Rest and Be Thankful itself. In the section of the A83 between Inverary and the Rest and Be Thankful, six further landslips deposited around 2,000 tonnes of debris. The road was cleared and opened to traffic within a couple of days highlighting the resilient measures in place to ensure access to Argyll communities. For over 15 years, the Scottish Road Network Landslide Study has guided how landslide risks are managed across the whole of the trunk road network, including the wider A83 Trunk Road beyond the Rest and Be Thankful. Depending on the records and location-specific issues, this has seen risk reduction measures implemented such as warning signage erected, mitigation schemes constructed or regular monitoring. This approach continues and the

Reference	Feedback	Response
		October 2023 events, when heavy and persistent rainfall caused major impacts on the trunk and local road networks, with significant disruption across Argyll, feed into ongoing work for the safe operation of the A83. As part of the assessment to develop a more resilient temporary diversion route through Glen Croe, three options were considered, including an option for two-way traffic (further information on the three options can be found on the A83 Story Map – Medium-Term Solution - Assessed Options). Following the assessment of the three options, in December 2022, a proportionate programme of improvements to the Old Military Road (OMR) was announced as the preferred option for the Medium-Term Solution (MTS) which will not only improve its safety and resilience as a diversion route, but also improve the operation by extending the length of two-way operation, reducing journey times. The two-way operation will cover the southern end of the OMR only, due to the topography and tight bends at the northern end this will remain single lane. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. Full details of the assessment to support the selection of the preferred option for the MTS can be found on the website. In line with the Scottish Government's vision to promote active travel in 'A Long-Term Vision for Active Travel 2030', which can be found at https://www.transport.gov.scot/media/33649/long-term-vison-for-active-travel-in-scotland-2030.pdf ', and the 'Cycling by Design' guidance document which can be found at Cycling by Design Update 2021 (transport.gov.scot), suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects. Cyclists will be able to travel through the DFS on the existing road similar to the rest of the A83 Trunk Road. There will be a walkway alongside the DFS for maintenance and evacuation purposes however it will not be open to pedestrians or cyclists as there is no connecting cycle path or walkway currently on the A83. We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR). With regards to passing cyclists or slow-moving road users in the DFS, it is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users.

Reference	Feedback	Response
		We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the OMR, as identified on the information boards displayed at the public engagement events. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the DFS and whether the roof of the structure can include some form of natural low-level planting or grass. In addition, we are currently preparing an Environmental Impact Assessment Report which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_045	1) My worry would be the weight of any fall coming through the walls of the Debris Deflector. Over time will the debris pits fill up? I thought the idea of the covered tunnel was that falls and slips passed over the top of the tunnel. It is effectively part of the hillside, rather than acting as a barrier to debris. 2) Have not seen a medium term solution. 3) In view of the problem I think the Debris Deflector fits in quite well. The Rest and Be Thankful to me is a gateway into Argyll. The scenery is first class. Passing over R&BT is always a landmark in my journey 4) A viewpoint. A permanent refreshment point such as at the Braemar Junction in Wester Ross. No EV facilities. They lead to queues and arguments and would require additional electric grid connections.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. As part of the ongoing DMRB Stage 3 Assessment, we are considering what materials can be used on the roof of the Debris Flow Shelter (DFS).

Reference	Feedback	Response
		The most important aspect of this decision will be to ensure that the roof includes compressible fill material (e.g. similar in composition to sand) in order to act as a cushion for the concrete structure during any potential landslide or boulder fall. The material on the roof also needs to be capable of supporting maintenance vehicles during the clear-up operation of material from the catch pit following a landslide event. A six-meter-wide catch pit is proposed to run parallel along the full length of the DFS and the Debris Flow Protection Wall (DFW) located at the northern end of the DFS. The catch pit's main function is to capture material from landslides and rockfall, mitigating direct impacts to the DFS and DFW structures. Details of why this option evolved to include catch pits, as opposed to allowing the material to flow over the roof are contained in the DMRB Stage 2 Report. This was fundamentally due to the impact of how debris material and water moved across the structure, particularly with respect to the impact this may have on the resilience of the structure, downstream slope stability and water environment. Providing the catch pit parallel to the DFS and DFW also allows the landslip and rockfall material to be cleared following an event. The clear up operation will include the material being excavated by a construction plant situated on the roof of the DFS. This approach will allow traffic to continue running on the A83 during and after a landslide event. In addition to the structural considerations, we are also considering whether the roof can include some form of natural low-level planting or grass in order to mitigate the landscape and visual impacts of the structure and try and integrate it into the surrounding environment as much as possible. No decision has been made on the roof material and appearance and this will be confirmed in due course. As the Long-Term Solution (LTS) is predominantly on the existing A83 road, there will be a requirement for temporary traffic management for road users during the full construction period, currently estimated to be three to four years. This will include traffic light operation and potentially considerable periods of full closures of the A83 where the Old Military Road (OMR) will be required to be in operation extensively during the construction period. The Medium-Term Solution (MTS), announced in December 2022, is a proportionate programme of improvements to the OMR and will not only improve its safety and resilience as a diversion route, but also improve the operation by extending the length of two-way operation, reducing the journey times. The two-way operation will cover the southern end of the OMR only, due to the topography and tight bends at the northern end this will remain single lane. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. Full details of the assessment to support the selection of the preferred option for the MTS can be found on the Transport Scotland Website. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful

Reference	Feedback	Response
		Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. The design development of the car park layout and consideration of facilities to be provided are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_046	1) We are happy that a solution has been arrived at after an extended period of poor access through this area. The only concern we have is that there will be a continual expenditure from clearing the debris pits, and that this will become much more frequent in future due to climate change. A solution where the landslide debris would not interact at all with the road would have been preferable. (E.g. fully enclosed tunnel or road raised on pylons. 2) The proposed works seem to solve most of the problems associated mitigate uncertainty over the short term viability of the route. 3) We are quite fond of the rock outcrop near the top of the road is this removal necessary, as it adds to the scenic quality of the route? The illustrations and video show the flow shelter as pale grey with a darker (tarmac?) top. Is this the proposed final colour scheme? As the proposed flow shelter is not particularly visually attractive (as a pyloned roadway would have been) it is important that the installation blends into the landscape rather than standing out. 4) The existing road arrangement seems a little pinched. The new proposals seem to allow for more ease of use. We would like to see a reasonably sized viewpoint/seating/picnic area, (fresh water fountain?) Also space set aside for commercial use e.g. snack bar, souvenir stand. (If these were allowed an increased parking area might be needed) (Would a toilet facility be possible/desirable?)	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. Various options were considered as part of the DMRB Stage 2 Assessment including a tunnel and viaduct. However, the key reason to support the Debris Flow Shelter (DFS) as the preferred route option is that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. A six-meter-wide catch pit is proposed to run parallel to the DFS and the Debris Flow Protection Wall (DFW) located at the northern end of the DFS. The catch pit's main function is to capture material from landslides and rockfall, mitigating direct impacts to the DFS and DFW structures. Providing the catch pit parallel to the DFS and DFW also allows the landslip and rockfall material to be cleared following an event. The clear up operation will include the material being excavated by a construction plant situated on

Reference	Feedback	Response
		the roof of the DFS. This approach will allow traffic to continue running on the A83 during and after a landslide event. The specific maintenance requirements and costs associated with the clearance and debris removal has been considered as part of the ongoing DMRB Stage 3 Assessment. A cost estimate for the proposed scheme was prepared as part of the DMRB Stage 2 Assessment. This process also took account of the operation and maintenance costs (over a 60-year period) of the DFS. It is noted that of all the options included in the DMRB Stage 2 Assessment, the proposed scheme had the lowest operational and maintenance costs. Significant rock cutting is required for the construction of the proposed Long-Term Solution (LTS) scheme which unfortunately includes the removal of the existing rock crop located to the north of the DFS. This is required to accommodate the realignment of the A83 carriageway which will improve forward visibility for drivers and overall safety of the road. The colour of materials including the structural elements and road surface within the DFS presented in the visualisation at the engagement events are noted to be a general representation. Selection of specific materials, thereby influencing factors such as colour and texture are subject to ongoing consideration during the DMRB Stage 3 Assessment and subsequent design development stages of the scheme. In addition to the structural considerations, we are also considering whether the roof can include some form of natural low-level planting or grass in order to mitigate the landscape and visual impacts of the structure and try and integrate it into the surrounding environment as much as possible. We are also aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the DFS and whether the roof of the structure can include some form of natural low-level planting or grass. Furthermore, we are currently preparing an Environmental Impact Assessment Report which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.

Reference	Feedback	Response
A83RABT_047	3) The long term solution should 1) blend in with the landscape and not be a blot 2) benefit the local environment and ecosystem 3) add social value On the third point, can this be turned into a tourist attraction in its own right? E.g. open access to the roof of the tunnel to pedestrians (when landslide risk is low) as a safe area to explore the glen. 4) The existing car park is fit for purpose but here may be an opportunity to improve this with a visitor centre, cafe and toilets to profit from the tourist traffic on this route.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. As part of the ongoing DMRB Stage 3 Assessment, we are considering what materials can be used on the roof of the Debris Flow Shelter (DFS). The most important aspect of this decision will be to ensure that the roof includes compressible fill material (e.g. similar in composition to sand) in order to act as a cushion for the concrete structure during any potential landslide or boulder fall. The material on the roof also needs to be capable of supporting maintenance vehicles during the clear-up operation of material from the catch pit following a landslide event. In addition to the structural considerations, we are also considering whether the roof can include some form of natural low-level planting or grass in order to mitigate the landscape and visual impacts of the structure and try and integrate it into the surrounding environment as much as possible. No decision has been made on the roof material and appearance and this will be confirmed in due course. The roof of the DFS will be used solely for operation and maintenance purposes and therefore access will not be available for pedestrian purposes. As part of the ongoing DMRB Stage 3 Assessment, we are actively exploring options to deliver Natural Capital and Bio-diversity Net Gain benefits. These include consideration of woodland creation, improvements to watercourses and provision of active travel routes. We are also progressing a programme to establish native woodland on the hillside above the road to help reduce the risk of landslides in the area whilst also enhancing local biodiversity and habitat connectivity. The scheme required Transport Scotland to acquire the necessary land before working in partnership with Forestry and Land Scotland to plant native trees of local provenance on the steep hillside. Deer fencing was installed in 2021, and tree planting commenced in March 2022. The planting is now complete, some 250,000 trees have been planted, and longer-term monitoring and management operations are underway.

Reference	Feedback	Response
		We are also aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the DFS and whether the roof of the structure can include some form of natural low-level planting or grass. Furthermore, we are currently preparing an Environmental Impact Assessment Report which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. We are committed to placing public engagement and meaningful dialogue with affected communities and other stakeholders at the heart of the development. This includes identifying and delivering community benefits which are currently being explored as part of the ongoing scheme development. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. The emerging car park design includes a revised connection from the car park to the B828 Glen Mhor local road and also includes access to an improved junction layout to and from the A83. The updated layout improves safety through a reduction in the number of junctions and conflicts between traffic (as well as improving visibility for road users) and improves the bus stop and bus turning facility (improving the gradient and integrating the bus stop within the car park). The design development of the car park layout and consideration of toilet facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_048	1) I think this is a great solution. Rest and be Thankful is our preferred way to get to Inveraray, and we always feel that our holiday starts here with the splendid scenery all around. I'm glad that the tunnel will be open on the valley side so that the views can still be enjoyed. 2) Again, a great solution to a tricky problem. 3) I think the long term solution fits very well. It provides SAFE PASSAGE, maintains the VIEWS OF THE LANDSCAPE and allows people to SAFELY STOP TO TAKE IN THE SCENERY. I just hope a sensible speed limit is applied in this area and that people stick to it. 4) I have never stopped at the existing car park. I hope that toilets might be considered at the new car park and hope that people respect them and do not vandalise them. As the car park is only small, I think a cafe would be too much, but maybe some tourist info could be provided.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year.

Reference	Feedback	Response
		The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the Debris Flow Shelter (DFS) and whether the roof of the structure can include some form of natural low-level planting or grass. In addition, we are currently preparing an Environmental Impact Assessment Report which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. Furthermore, as part of the DMRB Stage 3 Assessment the development of the road alignment design and junctions has taken into account a wide range of factors including the proposed speed limit. For road user safety and consistency along the A83 Trunk Road, it is currently proposed that the national speed limit will be in place throughout the entire length of the proposed Long-Term Solution (LTS) scheme extents. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. The emerging car park design includes a revised connection from the car park to the B828 Glen Mhor local road and also includes access to an improved junction layout to and from the A83. The updated layout improves safety through a reduction in the number of junctions and conflicts between traffic (as well as improving visibility for road users) and improves the bus stop and bus turning facility (improving the gradient and integrating the bus stop within the car park). The design development of the car park layout and consideration of toilet facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_049	1) This plan looks like a halfhearted attempt to resolve a major trunk route failure which leaves a huge part of Scotland regularly cut off by landslides and bad weather.	Thank you for the feedback you provided following the public engagement events held earlier in the year.

Reference	Feedback	Response
	This plan partially addresses the landslide threat, but the concrete canopy is still exposed to the force of a major landslide and the catchpit will require regular emptying. A proper tunnel inside the mountain would be better protected. The canopy only covers part of the threat areas, leaving other areas unprotected where landslides have previously occurred. It fails to achieve its aim if the unprotected areas of road become blocked. A very common cause of road closure is snow and the rest and be thankful is very exposed to this threat due to its elevation. If a tunnel through the full length of the landslide risk zone was constructed, it would greatly reduce the additional risk of closures due to snow and allow the Western Highland to remain connected to the rest of Scotland in all but the most extreme weather. 2) Why waste any more money on 'mediumterm' solutions (which we have already suffered for decades). Just get on with it and fix the problem permanently and properly. It is a national disgrace that needs fixing now! 3) A concrete canopy is not very appropriate within such a dramatic landscape, but it it is the only solution, then the requirement to keep the road open is more important than the view. 4) Irrelevant to the problem and if the road solution is being held back for budget reasons, don't increase the cost unnecessarily and risk even further delays.	Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. Tunnel options were considered as part of the DMRB Stage 2 Assessment however it was the Debris Flow Shelter (DFS) which was announced as the preferred route option. The key reason to support the DFS as the preferred route option is that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. As the Long-Term Solution (LTS) is predominantly on the existing A83 road, there will be a requirement for temporary traffic management for road users during the full construction period, currently estimated to be three to four years. This will include traffic light operation and potentially considerable periods of full closures of the A83 where the Old Military Road (OMR) will be required to be in operation extensively during the construction period. As part of the assessment to develop a more resilient temporary diversion route through Glen Croe, three options were considered, including an option for two-way traffic (further information on the three options can be found on the A83 Story Map – Medium-Term Solution - Assessed Options). Following the assessment of the three options, in December 2022, a proportionate programme of improvements to the OMR was announced as the preferred option for the Medium-Term Solution (MTS) which will not only improve its safety and resilience as a diversion route, but also improve the operation by extending the length of two-way operation, reducing journey times. The two-way operation will cover the southern end of the OMR only, due to the topography and tight bends at the northern end this will remain single lane. Full details of the assessment to support the selection of the preferred option for the MTS can be found on the Transport Scotland Website.

Reference	Feedback	Response
		Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. Further work is currently being undertaken as part of the DMRB Stage 3 Assessment (which consists of a more detailed design of the preferred route) to consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users during construction. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the DFS and whether the roof of the structure can include some form of natural low-level planting or grass. In addition, we are currently preparing an Environmental Impact Assessment Report which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_050	1) Noting my home address will indicate to you the very widespread importance of getting this solution right - I fully support it from what has been presented to me. -Aesthetically, I imagine a "green" living roof for the debris flow shelter will best integrate the dbs into its environment, when viewed from the RABT car park. 2) [Redacted] I wonder if, following delivery of the LTS, the MTS could be utilised for public events running, cycling, classic car and other motorsport events the OMR has been a hill climb course in the past? 3) -A green / living roof. -Suggest frequent road side signage on the ascent, pointing to the car park, to discourage motorists from simply stopping in the carriageway to admire the view. -Appropriate internal lighting to the DFS will be an important consideration and it is not clear whether you are constrained by the availabiliy of power. But it could be made to be quite artistic! 4) -Maybe some shelters from where to enjoy the view even in inclement weather? -extensive litter management provision! -[Redacted]	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. As part of the ongoing DMRB Stage 3 Assessment, we are considering what materials can be used on the roof of the Debris Flow Shelter (DFS).

Reference	Feedback	Response
		The most important aspect of this decision will be to ensure that the roof includes compressible fill material (e.g. similar in composition to sand) in order to act as a cushion for the concrete structure during any potential landslide or boulder fall. The material on the roof also needs to be capable of supporting maintenance vehicles during the clear-up operation of material from the catch pit following a landslide event. In addition to the structural considerations, we are also considering whether the roof can include some form of natural low-level planting or grass in order to mitigate the landscape and visual impacts of the structure and try and integrate it into the surrounding environment as much as possible. No decision has been made on the roof material and appearance and this will be confirmed in due course. We are also aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the DFS and whether the roof of the structure can include some form of natural low-level planting or grass. Furthermore, we are currently preparing an Environmental Impact Assessment Report which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. In line with the Scottish Government's vision to promote active travel in 'A Long-Term Vision for Active Travel 2030', which can be found at https://www.transport.gov.scot/media/33649/long-term-vison-for-active-travel-in-scotland-2030.pdf ', and the 'Cycling by Design' guidance document which can be found at Cycling by Design Update 2021 (transport.gov.scot), suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects. Cyclists will be able to travel through the DFS on the existing road similar to the rest of the A83 Trunk Road. There will be a walkway alongside the DFS for maintenance and evacuation purposes however it will not be open to pedestrians or cyclists as there is no connecting cycle path or walkway currently on the A83. We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR). With regards to passing cyclists or slow-moving road users in the DFS, it is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users.

Reference	Feedback	Response
		We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the Old Military Road (OMR), as identified on the information boards displayed at the public engagement events. As part of the ongoing DMRB Stage 3 Assessment, we are undertaking a lighting assessment in order to better understand what daytime and night-time lighting is required within the structure. This takes account of the potential "strobe" effect and the change in light on both entry and exit from the structure. This work also takes account of the different column arrangements under consideration (e.g. vertical columns or slanted, truss columns). We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_051	1) More thought has been given to this solution than previously and it will no doubt work with regard to landslides. However, if the cost to commerce is taken into account by four more years of delay to traffic then it will probably not be cost effective. it May well be more cost effective to put a new upgraded road straight up Glen Croe and then through a tunnel. This method will not need to disrupt traffic during construction with the attendant substantial saving of costs. Has the disruption been costed? There is no evidence publicly that it has. 2) This solution will cause much delay and 5ths disruption to commerce. This been taken into consideration when choosing the proposed scheme. 3) In the context that the road is vital to the commerce of Argyll, an effective road is far more important than how it looks. A low level road will always look better than one half way up the hillside. 4) The car park is not relevant to the necessity of an effective open road. It is merely an attractive tourist attraction. Please do not forget the real necessity for an open fast road as the main connection into Argyll.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. We understand the frustration felt by local communities caused by disruption along the A83 and in particular at the Rest and Be Thankful. Work is being undertaken in accordance with the DMRB which is used to develop and assess road projects. This is considered standard good practice and is used throughout the UK. The DMRB Stage 2 Options Assessment work considered a range of environmental, engineering, traffic and economic factors. It also considered the performance

Reference	Feedback	Response
		against the national and regional objectives and disruption to road users during construction, more information can be found in the DMRB Stage 2 Report. . Further work is currently being undertaken as part of the DMRB Stage 3 Assessment (which consists of a more detailed design of the preferred route) to consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users during construction. We note your suggestion for a route through Glen Croe including a tunnel, this option was the Purple Option which was considered as part of the DMRB Stage 2 Assessment however the key reasons to support the Debris Flow Shelter (DFS) as the preferred route option are that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. As the Long-Term Solution (LTS) is predominantly on the existing A83 road, there will be a requirement for temporary traffic management for road users during the full construction period, currently estimated to be three to four years. This will include traffic light operation and potentially considerable periods of full closures of the A83 where the Old Military Road (OMR) will be required to be in operation extensively during the construction period. The MTS, announced in December 2022, which is a proportionate programme of improvements to the OMR will not only improve its safety and resilience as a diversion route, but also improve the operation by extending the length of two-way operation, reducing the journey times. The two-way operation will cover the southern end of the OMR only, due to the topography and tight bends at the northern end this will remain single lane. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_052	1) I am disappointed with the 'utilitarian' design of the 'debris flow shelter' which would be more acceptable if there was better integration into the surrounding natural landscape. There's little mention of tree planting is this an oversight, deliberate, or outwith this project? There's virtually no mention of sustainable transport, particularly in relation to walkers and cyclists. This may be because there's no real requirement currently but perhaps there's no requirement currently because it's not feasible at present.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment.

Reference	Feedback	Response
	Whereas incorporating sustainable transport options might encourage more walkers and cyclists (in particular, for whom the Rest is a 'destination'.) 2) I hope that the MTS won't permanently damage the historical nature of the Old Rest road. 3) 1. Should be minimal such that the area still feels 'wild' 2. Should have minimal visual impact on the surrounding landscape 3. Should feel part of the landscape, rather than shut off from (as in a tunnel) 4) Better integration with walking and cycling routes. Toilets? Provision for (limited) services e.g. food, in a way that has minimal impact on the landscape and environment (e.g. electrical supply to minimise noisy generators) Minimal impact on landscape	We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. The key reasons to support the Debris Flow Shelter (DFS) as the preferred route option are that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the DFS and whether the roof of the structure can include some form of natural low-level planting or grass and try and integrate it into the surrounding environment as much as possible. In addition, we are currently preparing an Environmental Impact Assessment Report (EIAR) which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. We are also progressing a programme to establish native woodland on the hillside above the road to help reduce the risk of landslides in the area whilst also enhancing local biodiversity and habitat connectivity. The scheme required Transport Scotland to acquire the necessary land before working in partnership with Forestry and Land Scotland to plant native trees of local provenance on the steep hillside. Deer fencing was installed in 2021, and tree planting commenced in March 2022. The planting is now complete, some 250,000 trees have been planted, and longer-term monitoring and management operations are underway. In line with the Scottish Government's vision to promote active travel in 'A Long-Term Vision for Active Travel 2030', which can be found at https://www.transport.gov.scot/media/33649/long-term-vison-for-active-travel-in-scotland-2030.pdf ', and the 'Cycling by Design' guidance document which can be found at Cycling by Design Update 2021 (transport.gov.scot), suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects.

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		Cyclists will be able to travel through the DFS on the existing road similar to the rest of the A83 TrunkRoad. There will be a walkway alongside the DFS for maintenance and evacuation purposes however it will not be open to pedestrians or cyclists as there is no connecting cycle path or walkway currently on the A83. We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR). With regards to passing cyclists or slow-moving road users in the DFS, it is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users. We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the Old Military Road (OMR), as identified on the information boards displayed at the engagement events. The improvements to the OMR as part of the Medium-Term Solution (MTS) will deliver a safe, proportionate and more resilient diversion route when the A83 is closed. The interventions will be in place prior to the construction of the Long-Term Solution (LTS) and reduce disruption to road users during the construction of the DFS. The historical nature and cultural heritage aspects of the OMR are recognised and have been factored into the EIAR which is in preparation. The proposed works for the MTS have fully considered the unique setting and its characteristics as it extends through Glen Croe. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. Further work is currently being undertaken as part of the DMRB Stage 3 Assessment to consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.

Reference	Feedback	Response
A83RABT_053	1) It's probably the only viable solution, and certainly more reasonable than most of the earlier "alternative" suggestions! Regarding the detailed design, it would be important to have a dedicated cyclelane on the uphill side frustrated motorists overtaking cycles going uphill is already a problem on the A83, and would potentially be more dangerous within the covered section. Thought needs to be given to the sudden changes of road surface going into, and out of, the covered section especially in heavy rain and even moreso when it has snowed and the ploughs have yet to clear the road. There can easily be several inches of snow at the top of the Rest before the ploughs arrive, with the additional possibility of drifting against the ends of the new structure. 2) Again, there probably isn't an alternative. I wonder about the expense of upgrading some sections to two lanes when the singlelane bottleneck of the Sbends will remain but your consultants explained that this was to maximise the number of vehicles which could be handled to optimise convoys, so I won't question that analysis. 3) I think the devil will be in the details here. There's no getting away from the fact that a massive structure will be imposed on the highlyscenic landscape but hopefully you'll arrive at a design which is (a) as unobtrusive as possible and/or (b) I guess could become a tourist attraction in its own right. Not sure what you mean with "how I interact with the landscape". [Redacted][Redacted], I drive frequently via the B828 and the Rest, and would want that journey to be as efficient and safe as possible, in all weather conditions. My partner and I also occasionally use the Helensburgh bus which takes the same route, or the local Lochgoil bus which connects with the [Redacted] buses at the Rest car park. 4) Problems with the existing car park: -With access being awkward, [Redacted] buses don't always pull into the dedicated stop, as they should. -The above is exacerbated by the large number of tourist coaches that stop illegally in the dedicated [Redacted] stop area, especially at high season. This is a major problem. -The above tourist coaches then disgorge their occupants, who invariably stand dangerously on the B828 taking photographs of Loch Restil. -At the exit of the car park, the existing junction of the B828 and the A83 is risky when approached from any of the 3 directions. The opportunities are to mitigate each of the above: -Easier access for [Redacted] buses (from each direction on the A83) to their dedicated stop. -Designated, easyaccess parking spaces for tourist coaches, so they don't use the above. -Pavement or similar safe standing area for tourists to photograph Loch Restil without standing on the B828 roadway. -Additional lanes and better sighting on the various approaches to the B828/A83 junction (as you have in your latest design).	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. In line with the Scottish Government's vision to promote active travel in 'A Long-Term Vision for Active Travel 2030', which can be found at https://www.transport.gov.scot/media/33649/long-term-vison-for-active-travel-in-scotland-2030.pdf ', and the 'Cycling by Design' guidance document which can be found at Cycling by Design Update 2021 (transport.gov.scot), suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects. Cyclists will be able to travel through the Debris Flow Shelter (DFS) on the existing road similar to the rest of the A83 Trunk Road. There will be a walkway alongside the DFS for maintenance and evacuation purposes however it will not be open to pedestrians or cyclists as there is no connecting cycle path or walkway currently on the A83. We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR). With regards to passing cyclists or slow-moving road users in the DFS, it is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users. We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the Old Military Road (OMR), as identified on the information boards displayed at the engagement events. Your comment with respect to changes in road conditions and surfaces when transitioning between the open carriageway and the DFS is noted. This aspect has been subject to further design development work as part of the

Reference	Feedback	Response
		DMRB Stage 3 Assessment, which has included the development of proposals to mitigate impacts on the water environment, including sustainable drainage proposals. Issues related to snow clearance would be considered and managed by the Trunk Road Operating Company as part of the overall operation of the A83 Trunk Road. The Medium-Term Solution (MTS), announced in December 2022, is a proportionate programme of improvements to the OMR and will not only improve its safety and resilience as a diversion route, but also improve the operation by extending the length of two-way operation, reducing the journey times. The two-way operation will cover the southern end of the OMR only, due to the topography and tight bends at the northern end this will remain single lane. The improvements to the OMR as part of the MTS will deliver a safe, proportionate and more resilient diversion route when the A83 is closed. The interventions will be in place prior to the construction of the Long-Term Solution (LTS) and reduce disruption to road users during the construction of the Debris Flow Shelter (DFS). Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. Full details of the assessment to support the selection of the preferred option for the MTS can be found on the Transport Scotland Website. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the debris flow shelter and whether the roof of the structure can include some form of natural low-level planting or grass. In addition, we are currently preparing an Environmental Impact Assessment Report (EIAR) which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. The emerging car park design includes connecting the car park to the B828 Glen Mhor local road and also includes access to an improved junction layout to and from the A83. The updated layout improves safety through a reduction in the number of junctions and conflicts between traffic (as well as improving visibility for road users) and improves the bus stop and bus turning facility (improving the gradient and integrating the bus stop within the car park). Design development of the car park layout as well as the need to accommodate a temporary diversion route via the OMR is ongoing and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map.

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		If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_054	1) Why are we spending half a billion on this? There was a plan to plant trees on the hillside above the Rest, this would cost a lot less than £500,000,000. This is what they do in Norway etc. 3)Remove the sheep, plant trees. Don't just give £500,000,000 [Redacted] 4) A) Present car park is adequate. Could be extended if facilities are improved. B) A locally sourced food offering.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. The key reasons to support the Debris Flow Shelter (DFS) as the preferred route option are that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. We are also progressing a programme to establish native woodland on the hillside above the road to help reduce the risk of landslides in the area whilst also enhancing local biodiversity and habitat connectivity. The scheme required Transport Scotland to acquire the necessary land before working in partnership with Forestry and Land Scotland to plant native trees of local provenance on the steep hillside. Deer fencing was installed in 2021, and tree planting commenced in March 2022. The planting is now complete, some 250,000 trees have been planted, and longer-term monitoring and management operations are underway. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map.

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		If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_055	1) Think this works well. Sounds reasonable solution. And looks good too. Long time for being done but hopefully will fix all the issues. More consultation regarding cyclists as this could be problematic in the shelter 2) Sounds reasonable as long as we can still get through if main road gets shut at any point. Needs better signage at Inveraray and Tarbet. (or the hard signs updated in a timely manner as they can be misleading) 3) Needs to retain view Feel safe when driving Car parking facilities inc toilets 4) Difficult to get in and out of at busy times. Poor driving can be an issue up there! Toilets. Good signage. Inc indicate in plenty of time signs! Viewpoint history and details. Food truck Seating areas.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. In line with the Scottish Government's vision to promote active travel in 'A Long-Term Vision for Active Travel 2030', which can be found at https://www.transport.gov.scot/media/33649/long-term-vison-for-active-travel-in-scotland-2030.pdf ', and the 'Cycling by Design' guidance document which can be found at Cycling by Design Update 2021 (transport.gov.scot), suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects. Cyclists will be able to travel through the Debris Flow Shelter (DFS) on the existing road similar to the rest of the A83 Trunk Road. There will be a walkway alongside the DFS for maintenance and evacuation purposes however it will not be open to pedestrians or cyclists as there is no connecting cycle path or walkway currently on the A83. We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR). With regards to passing cyclists or slow-moving road users in the DFS, it is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users.

Reference	Feedback	Response
		We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the Old Military Road (OMR), as identified on the information boards displayed at the engagement events. The Medium-Term Solution (MTS), announced in December 2022, is a proportionate programme of improvements to the OMR and will not only improve its safety and resilience as a diversion route, but also improve the operation by extending the length of two-way operation, reducing the journey times. The improvements to the OMR as part of the MTS will deliver a safe, proportionate and more resilient diversion route when the A83 is closed. The interventions will be in place prior to the construction of the Long-Term Solution (LTS) and reduce disruption to road users during the construction of the DFS. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. Full details of the assessment to support the selection of the preferred option for the MTS can be found on the Transport Scotland Website. Further work is currently being undertaken as part of the DMRB Stage 3 Assessment which consists of a more detailed design of the preferred route. It will consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users during construction. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. The emerging car park design includes a revised connection from the car park to the B828 Glen Mhor local road and also includes access to an improved junction layout to and from the A83. The updated layout improves safety through a reduction in the number of junctions and conflicts between traffic (as well as improving visibility for road users) and improves the bus stop and bus turning facility (improving the gradient and integrating the bus stop within the car park). Design development of the car park layout as well as the need to accommodate a temporary diversion route via the OMR is ongoing and will be confirmed in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_056	3) 1. Where will any debris accumulating between the hillside and the debris shelter be deposited, bearing in mind that the shelter will be located within a national park?	Thank you for the feedback you provided following the public engagement events held earlier in the year.

Reference	Feedback	Response
	2. Is the present planting on the hillside between the A83 and Beinn Luibhean - the woodland creation project? - complete? Further planting would help to stablise the hillside. 3. The view at the Butterbridge is considered to be significant, according to the landscape study, but, at present, is blighted by unsightly dumped spoil and profiling. This area is an important access point for hill walkers.	Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. The key reasons to support the Debris Flow Shelter (DFS) as the preferred route option are that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. Further information on why the DFS and catch pit have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. A six-meter-wide catch pit is proposed to run parallel to the DFS and the Debris Flow Protection Wall (DFW) located at the northern end of the DFS. The catch pit's main function is to capture material from landslides and rockfall, mitigating direct impacts to the DFS and DFW structures. Providing the catch pit parallel to the DFS and DFW also allows the landslip and rockfall material to be cleared following an event. The clear up operation will include the material being excavated by a construction plant situated on the roof of the DFS. This approach will allow traffic to continue running on the A83 during and after a landslide event. The specific maintenance requirements and costs associated with the clearance and debris removal has been considered as part of the ongoing DMRB Stage 3 Assessment. The exact location where debris material will be deposited will be subject to consideration by the trunk road operating company once construction has been completed in order to approve and authorise waste disposal sites. We are also progressing a programme to establish native woodland on the hillside above the road to help reduce the risk of landslides in the area whilst also enhancing local biodiversity and habitat connectivity. The scheme required Transport Scotland to acquire the necessary land before working in partnership with Forestry and Land Scotland to plant native trees of local provenance on the steep hillside. Deer fencing was installed in 2021, and tree planting commenced in March 2022. The planting is now complete, some 250,000 trees have been planted, and longer-term monitoring and management operations are underway. The concerns raised of dumped spoil at the Butterbridge location has been noted and this has been shared with Argyll and Bute Council and BEAR Scotland who are the trunk road operating company for the A83. To keep up to date with future developments on the scheme please visit the A83 Story Map.

Reference	Feedback	Response
		If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_057	1) Generally in favour of the plan. I think the more the industrial looking parts are concealed/blended with the environment the better. The suggestion of an biodiversity supporting roof was appealing. I am concerned about some of the, in my opinion, unnecessary reprofiling to increase visabilty. You must remember this is not the city and any reprofiling can significantly change the feel of the area. The characteristic rock crop near the top of the rest, on the corner looks like it is to be removed. This should not happen. It's part of the rugged feel of the area when travelling. Any increased visibility gained by removing it would be of no value and why increase costs? Please leave it behind. I will be raising this with [Redacted]. 3) Make the structure complimentary with the surrounding nature. Do not reprofile land that doesn't need it. Keep as much of the land the same as possible. The surrounding nature and land is priority not the road. 4) It's fine as it is. No need to develop further.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. As part of the ongoing DMRB Stage 3 Assessment, we are considering what materials can be used on the roof of the Debris Flow Shelter (DFS). The most important aspect of this decision will be to ensure that the roof includes compressible fill material (e.g. similar in composition to sand) in order to act as a cushion for the concrete structure during any potential landslide or boulder fall. The material on the roof also needs to be capable of supporting maintenance vehicles during the clear-up operation of material from the catch pit following a landslide event. In addition to the structural considerations, we are also considering whether the roof can include some form of natural low-level planting or grass in order to mitigate the landscape and visual impacts of the structure and try and integrate it into the surrounding environment as much as possible. No decision has been made on the roof material and appearance and this will be confirmed in due course. Significant rock cutting is required for the construction of the proposed Long-Term Solution (LTS) which unfortunately includes the removal of the existing rock crop located to the north of the DFS. This is required to accommodate the realignment of the A83 carriageway which will improve forward visibility for drivers and overall safety of the road. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the debris flow shelter and whether the roof of the structure can include some form of natural low-level planting or grass.

Reference	Feedback	Response
		In addition, we are currently preparing an Environmental Impact Assessment Report which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_058	1) I think the long term solution will eventually make the area safe and over time like most construction projects will blend into the landscape. 2) The short term solution also seems like it's been well thought out and if managed well should mitigate any delays that will inevitably happen when accidents and breakdowns occur.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. As part of the ongoing DMRB Stage 3 Assessment, we are considering in detail what procedures need to be in place within the Debris Flow Shelter in the event of a breakdown, fire and the transportation of dangerous goods. We are actively engaging with and consulting emergency services in order to better understand their response to such an event. This includes consideration of a response to a fire within the structure. Furthermore, we are continuing to develop proposals in line with the emerging design and in accordance with relevant design standards and legislation. This includes consideration of how to prevent and limit the consequences of an emergency incident. Other related aspects under ongoing assessment include both fire and smoke modelling work and a lighting assessment, to determine what daytime, night-time and emergency lighting is required within the structure. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com

Reference	Feedback	Response
		Thank you for your interest in the scheme.
A83RABT_059	1) I am [Redacted] years old and if I am honest I don't think I will live to see the completion of the long-term solution. I have zero confidence in the present Scottish Government finally ending the years of inconvenience to motorists. I can probably count on 2 hands the number of times I have driven over the RABT in the last 10 years without being stopped by traffic lights or diverted. 2) As I explained over the page I have no confidence in the present Scottish Government ever completing this road. If the A9 route is an example and also the lack of ferry provision is anything to go by then I can't see it ever happening. 3) 1) Being able to drive over the RABT without being delayed! 4) a) Adequate	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. We understand the frustration felt by local communities caused by disruption along the A83 and in particular at the Rest and Be Thankful. The next step for the project which is the detailed design and assessment of the preferred option is progressing at pace and will conclude with the publication of draft Orders for comment, currently expected by the end of 2024. Progress following the publication of draft Orders will depend on the level and nature of any representations, including objections, to the published draft Orders. As with all our infrastructure projects, construction of the Long-Term Solution (LTS) can only commence if it is approved under the relevant statutory authorisation process and thereafter a timetable for construction can be determined in line with available budgets. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_060	1) Just like to begin by saying the virtual exhibition is very impressive and professional. What are the maintenance requirements for the debris 'catch pit'? If a large boulder was fall into the pit how would it be retrieved safely and quickly. Are there regular inspections to the catch pit that will prevent closure? Is there not a need for an overtaking section along the sheltered area? There is no hard shoulder provided in case of breakdown.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment.

Reference	Feedback	Response
		We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. A six-metre-wide catch pit is proposed to run parallel to the Debris Flow Shelter (DFS) and the Debris Flow Protection Wall (DFW). The catch pit's main function is to capture material from landslides and rockfall, mitigating direct impacts to the DFS and DFW. Providing the catch pit parallel to the DFS and DFW also allows the landslip and rockfall material to be cleared up following an event. The clear up operation will include the material being excavated by a construction plant (e.g. excavators and dumper trucks) situated on the roof of the DFS. A maintenance access track at the southern end of the DFS provides access to the roof for maintenance operatives. This approach thereby allows traffic to continue running on the A83 during and after a landslide event. Structural inspections of the DFS will be undertaken at prescribed periods to monitor the structural integrity and following any landslide events. As part of the ongoing DMRB Stage 3 Assessment, we are considering in detail what procedures need to be in place within the DFS in the event of a vehicle breakdown or fire. We are actively engaging with and consulting emergency services in order to better understand their response to such an event. This includes consideration of a response to a fire within the structure. Going forward, we will continue to develop proposals in line with the emerging design and in accordance with relevant design standards and legislation. Other aspects under ongoing investigation include both fire and smoke modelling work and a lighting assessment, to determine what daytime, night-time and emergency lighting is required within the structure. Further details of the requirements and procedures will be confirmed in due course. It is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users. To keep up to date with future developments on the scheme please visit the A83 Story Map.

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		If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_061	1) Cycling - it doesn't look like any thought has been given to cycling. Cycle tourism is a large and growing source of income and has the potential to be much greater, if we had the infrastructure to service it. Are cyclists to use the military road? If so, please promote this point. 4) The thing people value most about it is sitting in their car and enjoying the view down the glen. The current renders show very few parking spaces at this end of the car park and none with the right orientation. If you don't cater for demand, people will park nose-in anyway and will park on the grass.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. In line with the Scottish Government's vision to promote active travel in 'A Long-Term Vision for Active Travel 2030', which can be found at https://www.transport.gov.scot/media/33649/long-term-vison-for-active-travel-in-scotland-2030.pdf ', and the 'Cycling by Design' guidance document which can be found at Cycling by Design Update 2021 (transport.gov.scot), suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects. Cyclists will be able to travel through the DFS on the existing road similar to the rest of the A83 Trunk Road. There will be a walkway alongside the DFS for maintenance and evacuation purposes however it will not be open to pedestrians or cyclists as there is no connecting cycle path or walkway currently on the A83. We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR). With regards to passing cyclists or slow-moving road users in the DFS, it is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users. Provision for cyclists during the construction period will depend upon the appointed contractor's approach to the operation of the Old Military Road (OMR). However, the current arrangement in place when the OMR is used as the

Reference	Feedback	Response
		diversion route when the A83 needs to close due to the risk of landslide and debris flow events, involves cyclists being transported along the OMR by van. We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the OMR, as identified on the information boards displayed at the engagement events. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. The emerging car park design includes a revised connection from the car park to the B828 Glen Mhor local road and also includes access to an improved junction layout to and from the A83. The updated layout improves safety through a reduction in the number of junctions and conflicts between traffic (as well as improving visibility for road users) and improves the bus stop and bus turning facility (improving the gradient and integrating the bus stop within the car park). Design development of the car park layout as well as the need to accommodate a temporary diversion route via the OMR is ongoing and will be confirmed in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_062	1) It is the obvious solution that we've all been banging on about for years and, although long overdue, is very welcome. 2) Much better than a long diversion and sounds sensible in its mitigations etc 3) 1 That the landscape preservation doesn't lead to accidents or deaths (ie the work needs to be done) 2 That deforestation is only done with proper consideration 3 That views of mountains and glens can be enjoyed while travelling (but not at risk of death) 4) Coffee stop! Sheltered area.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback.

Reference	Feedback	Response
		As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the Debris Flow Shelter (DFS) and whether the roof of the structure can include some form of natural low-level planting or grass. In addition, we are currently preparing an Environmental Impact Assessment Report which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. The key reasons to support the DFS as the preferred route option are that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. We are also progressing a programme to establish native woodland on the hillside above the road to help reduce the risk of landslides in the area whilst also enhancing local biodiversity and habitat connectivity. The scheme required Transport Scotland to acquire the necessary land before working in partnership with Forestry and Land Scotland to plant native trees of local provenance on the steep hillside. Deer fencing was installed in 2021, and tree planting commenced in March 2022. The planting is now complete, some 250,000 trees have been planted, and longer-term monitoring and management operations are underway. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_063	1) For me it's completely the wrong choice. I don't doubt it's a suitable engineering solution after all numerous other countries have taken the same action however there appears to be no appreciation of the disruption that will be caused on the A83 when you do the works. This will take years meaning we will have to use a convoy system that adds up to 30 mins to your journey. What is the economic and social cost of this? Where can I see the cost benefit analysis of this built in delay. We have already lost companies in Argyll due to the vulnerability of the Rest and we will lose a lot more. The better option was to build an elevated road on the other side of the Glen but this was ruled out on account of delivery but in reality it was capital costs. However I don't think this took account of the economic cost of delays to traffic using the A83 and the works you need to do to the OMR.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year.

Reference	Feedback	Response
	2) A complete waste of public money as it fails to provide a solution to having to use a convoy system on what will become a trunk road into Argyll for a number of years as you build the shelter. In addition you will have to come clean that you have effectively abandoned any work to the A82 north of Tarbet until these works have finished. The A82 is a disgrace of a Trunk road and represents a real danger to the public and effectively a brake on economic development on the west coast of Scotland. 3) It does not it will be an alien structure in the National Park. The flat roof makes no attempt to recognise the landscape sensitivities and this adds to the complete mess of pits, bunds and cages that have been built over a number of years. This is a special landscape however the solutions fail to recognise this and instead deliver the cheapest option available. Let's not pretend otherwise. 4) It's far from satisfactory. It has been largely used by transport Scotland vehicles particularly when the convoy is in place and presumably this will be the case once the road is under construction. It could be a great asset with a famous view instead it will now be a viewing area for major engineering works for years. This adds to the mess that has been allowed to accumulate in lay-bys on the A63 at Butter bridge and the unfinished works in the Glen and also the massive damage to the slopes above the A83 in that location. What will be done about that?	The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. Work is being undertaken in accordance with the DMRB which is used to develop and assess road projects. This is considered standard good practice and is used throughout the UK. The DMRB Stage 2 Options Assessment work considered a range of environmental, engineering, traffic and economic factors. It also considered the performance against the national and regional objectives and the disruption to road users during construction, more information can be found in the DMRB Stage 2 Report. Further economic assessment is being done as part of Stage 3 Assessment. Further work is currently being undertaken as part of the DMRB Stage 3 Assessment which consists of a more detailed design of the preferred route. It will consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users during construction A number of options, including the Green Option on the other side of the Glen, were considered as part of the DMRB Stage 2 Assessment. However, the key reasons to support the Debris Flow Shelter (DFS) as the preferred route option are that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. As the Long-Term Solution (LTS) is predominantly on the existing A83 road, there will be a requirement for temporary traffic management for road users during the full construction period, currently estimated to be three to four years. This will include traffic light operation and potentially considerable periods of full closures of the A83 where the Old Military Road (OMR) will be required to be in operation extensively during the construction period. The improvements to the OMR as part of the MTS will deliver a safe, proportionate and more resilient diversion route when the A83 is closed. The interventions will be in place prior to the construction of the LTS and reduce disruption to road users during the construction of the DFS. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme.

Reference	Feedback	Response
		Full details of the assessment to support the selection of the preferred option for the MTS can be found on the Transport Scotland Website. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the debris flow shelter and whether the roof of the structure can include some form of natural low-level planting or grass. In addition, we are currently preparing an Environmental Impact Assessment Report which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. The concerns raised regarding spoil material at the Butterbridge location and landslide damage to the adjacent hillside are noted and this has been shared with BEAR Scotland who are the trunk road operating company for the A83. With respect to proposals for the A82 the Scottish Government is committed to improving the A82 between Tarbet and Inverarnan. The proposed improvement between Tarbet and Inverarnan comprises approximately 17km of new single carriageway that generally follows the line of the existing A82 Trunk Road, with localised offline sections where the existing road alignment is significantly substandard. When completed, the scheme will bring improved road safety and journey time reliability, connecting businesses and communities in the Highlands and Islands with the Central Belt. Whilst there is a lot of development work still to be undertaken, which is being informed by our enhanced understanding of the specific complexities associated with improving this iconic route, we continue to take forward the preparation stages. Delivery of the scheme itself can only commence if it is approved under the relevant statutory procedures and thereafter a timetable for progress can be set in accordance with the availability of funding. The Scottish Government has been clear that construction work on the A82 Tarbet to Inverarnan scheme would not take place at the same time as improvements to the A83 at the Rest and be Thankful in order to avoid significant disruption for local residents and businesses. Subject to the successful completion of the statutory process, the programme for delivery of the A82 Tarbet to Inverarnan scheme will be considered carefully to avoid overlap with the work on the A83 at the Rest and Be Thankful. For further information on the A82 scheme visit A82 Tarbet to Inverarnan (transport.gov.scot). To keep up to date with future developments on the scheme please visit the A83 Story Map.

Reference	Feedback	Response
		If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_064	1) An open-sided gallery is the best solution in view of the quantity of Dangerous Goods which travel in both directions on the A83 -and the sooner the better 2) Improving the Old military Road is desirable because in the interlude there will inevitably be other periods of disruption 3) I think the Rest & Be Thankful is incredibly scenic and improving car parks will allow people to "stop & stare" which has frankly not been possible for many years. The provision of toilet facilities would be helpful altho it might attract camper vans The landslides and bunds do scar the landscape so if these happened less the beauty of the area would be more apparent 4) The existing car park is inadequate; there should be a modicum of facilities esp toilets and ideally it might appeal to a catering business	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the Debris Flow Shelter and whether the roof of the structure can include some form of natural low-level planting or grass. As the Long-Term Solution (LTS) is predominantly on the existing A83 road, there will be a requirement for temporary traffic management for road users during the full construction period, currently estimated to be three to four years. This will include traffic light operation and potentially considerable periods of full closures of the A83 where the Old Military Road (OMR) will be required to be in operation extensively during the construction period. The improvements to the OMR as part of the MTS will deliver a safe, proportionate and more resilient diversion route when the A83 is closed. The interventions will be in place prior to the construction of the LTS and reduce disruption to road users during the construction of the DFS. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. Full details of the assessment to support the selection of the preferred option for the MTS can be found on the Transport Scotland Website. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest

Reference	Feedback	Response
		and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_065	Thank you for sharing this consultation. I am completely bewildered about why you are building a flow shelter but with a "catch-pit" behind it! The whole point of a flow shelter is that water and debris from landslides goes over the top of the shelter not down the back. It would completely defeat the purpose to build a catch pit along the back which then has to be cleared out every time there is a landslip - at great expense and possibly requiring the closure of the road. This would actually make the current situation even worse - at least now you can clear out the catch pits relatively quickly. There are large numbers of these structures on mountain roads in the Alps and I have never seen one where there is a catch pit down the back. Please please consult with European engineers before going any further with this absurd design. [Redacted] [Redacted] [Redacted]	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. The key reasons to support the Debris Flow Shelter (DFS) as the preferred route option are that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. The six-metre-wide catch pit is proposed to run parallel to the DFS and the Debris Flow Protection Wall (DFW). The catch pit's main function is to capture material from landslides and rockfall, mitigating direct impacts to the DFS and DFW. Details of why this option evolved to include catch pits, as opposed to allowing the material to flow over the roof are contained in the DMRB Stage 2 Report. This was fundamentally due to the impact of how debris material and water moved across the structure, particularly with respect to the impact this may have on the resilience of the structure, downstream slope stability and water environment. Providing the catch pit parallel to the DFS and DFW also allows the landslip and rockfall material to be cleared up following an event. The clear up operation will include the material being excavated by a construction plant (e.g. excavators and dumper trucks) situated on the roof of the DFS. A maintenance access track at the southern end of the

Reference	Feedback	Response
		DFS provides access to the roof for maintenance operatives. This approach thereby allows traffic to continue running on the A83 during and after a landslide event. The DFS and catch pit is a bespoke solution for the proposed scheme, which has the complexity of landslides and rockfalls as well as managing numerous watercourses across the hillside. Given the unique challenges of the proposed scheme, it is recognised that there is no equivalent structure in the UK. Our technical advisors AtkinsRéalis WSP Joint Venture, have structural specialists, using their expertise and knowledge of other similar international structures (mainly across Europe) to benefit the ongoing design and development of the scheme. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_066	To whom it may concern As a long-term resident of Dunoon in Cowal (although my mailing address is currently [Redacted] while I look for a new house), and hence a concerned party as I use the route regularly, I examined the proposal for the A83 debris protection scheme as outlined in https://www.pinpointcloud.co.uk/A83restandbethankful/ with interest. I was both perplexed and horrified at the proposal, and am writing to object to it. I have been an advocate of an Alps-style protective tunnel/shelter solution from the outset. However, the bizarre solution proposed - the 'debris flow shelter' - seems designed to minimise benefits of such a tunnel while maximising both visual impact and costly maintenance. The visual impact, in one of the most scenically important high-amenity areas of the southern highlands, will be extraordinary. I can't fathom why the debris flow shelter is not designed for debris flow over the top, as is the case with every other such tunnel I can think of (most of them in far more difficult and geomorphologically active locations - and yes, I'm aware of the particular underlying geology of the hillslope the A83 is on, and its contribution to the longstanding problems with the A83). That it's not designed for this will require regular excavation of the ditch between the tunnel and the hillside - something that clearly seems planned for, given that the tunnel roof has a two-lane access road. This seems insane. As well as the visual impact and unnecessary ongoing maintenance, this will retain or even exacerbate the undercut hillslope which is part of the problem in the first place. I'm not speaking out of ignorance - I have a degree in which I studied exactly this kind of active hillslope (the [Redacted] was one of the examples we studied), the processes involved, and factors and processes to consider when building or attempting to build structures on such a hillslope. Working with the existing watercourses may require careful planning, but there is no inherent reason why these cannot either be diverted into culverts, or/and (at least overspill) channelled over the top of the structure. Building the retaining wall into the hillslope (down to the bedrock, whose level can clearly be seen in the cuttings that have been created) and piling regolith behind it so debris flows over the top will provide a solution that will: 1. Be virtually maintenance-free in comparison 2. Be a far more stable solution, as it will work with processes in play on the hillslope, rather than trying to work against them (has nothing been learned from the (mis)-management of this problem so far?) 3. Be an order of magnitude less visually intrusive, because:	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report (EIAR) by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. Following the DMRB Route Options Assessment, the preferred route for the Long-Term Solution (LTS) was announced in June 2023. The key reasons to support the Debris Flow Shelter (DFS) as the preferred route option are that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. Providing the catch pit parallel to the DFS and Debris Flow Wall (DFW) also allows the landslip and rockfall material to be cleared up following an event. The clear up operation will include the material being excavated by a construction plant (e.g. excavators and dumper trucks) situated on the roof of the DFS. A maintenance access track at the southern

Reference	Feedback	Response
	• (a) The tunnel can be built further into the slope, with about half the protruding structure visible compare to what's now proposed. • (b) Regolith can be piled on the tunnel roof and allowed to vegetate naturally, ameliorating debris-flow in a holistic way rather than trying to erect hard barriers against it, and further reducing visual impact. Perhaps protecting the farm in Glen Croe is part of the problem? If so, there is no reason ameliorative measures below and above the A83 shouldn't protect the farm. Particularly if - as a lot of people including myself have been begging for years - sheep and deer are taken off the hillslope so natural woodland re-establish and both stabilise the hillslope and reduce the severity of flash flooding, which would at the very least massively reduce the problems for the A83 by itself, greatly reducing the need for such drastic and costly measures in the first place. Even if this proposal was to go ahead, it needs some form of sympathetic landscaping and vegetation on the top, as the visual impact, within one of the key areas of a national park, is simply unacceptable. This will be an eyesore from the Cobbler and all around Glen Croe. Is the national park designation a joke? As proposed, I'll be strongly objecting to the proposal. Yours faithfully, [Redacted]	end of the DFS provides access to the roof for maintenance operatives. This approach thereby allows traffic to continue running on the A83 during and after a landslide event. The DFS and catch pit is a bespoke solution for the proposed scheme, which has the complexity of landslides and rockfalls as well as managing numerous watercourses across the hillside. Given the unique challenges of the proposed scheme, it is recognised that there is no equivalent structure in the UK. The Design Team have structural specialists, using their expertise and knowledge of other similar international structures (mainly across Europe) to benefit the ongoing design and development of the scheme. A six-meter-wide catch pit is proposed to run parallel along the full length of the DFS and the DFW located at the northern end of the DFS. The catch pit's main function is to capture material from landslides and rockfall, mitigating direct impacts to the DFS and DFW structures. Details of why this option evolved to include catch pits, as opposed to allowing the material to flow over the roof are contained in the DMRB Stage 2 Report. This was fundamentally due to the impact of how debris material and water moved across the structure, particularly with respect to the impact this may have on the resilience of the structure, downstream slope stability and water environment. The proposed approach is to apply international practices similar to those used in Europe rather than apply tunnel or other similar standards in their entirety. We are also progressing a programme to establish native woodland on the hillside above the road to help reduce the risk of landslides in the area whilst also enhancing local biodiversity and habitat connectivity. The scheme required Transport Scotland to acquire the necessary land before working in partnership with Forestry and Land Scotland to plant native trees of local provenance on the steep hillside. Deer fencing was installed in 2021, and tree planting commenced in March 2022. The planting is now complete, some 250,000 trees were planted, and longer-term monitoring and management operations are underway. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the DFS and whether the roof of the structure can include some form of natural low-level planting or grass. The most important aspect of this decision will be to ensure that the roof includes compressible fill material (e.g. similar in composition to sand) to act as a 'cushion' for the concrete structure during any potential landslide or boulder fall. The material on the roof also needs to be capable of supporting maintenance vehicles during the clear-up operation of material from the catch pit following a landslide event. No decision has been made on the roof material and appearance and this will be confirmed in due course. In addition, we are currently preparing an EIAR which includes specific assessments relating to both visual and landscape impacts and also takes account of the unique setting of the A83 within Loch Lomond and The Trossachs National Park. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases.

Reference	Feedback	Response
		To inform the design work and the ongoing DMRB Stage 3 Assessment, we have been engaging with the A83 Taskforce, Argyll and Bute Council, Forestry and Land Scotland as well as key environmental stakeholders including Loch Lomond and The Trossachs National Park Authority and bus operators. We have regular engagement with Loch Lomond and The Trossachs National Park through the Environmental Steering Group and in relation to the scheme proposals including the car park layout. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_067	1) Hi, Whatever attempts have been made over the years, there has been one constant. The land slips. The combination of loose rock, soil , raifall, ice, snow , and the gradient has caused constant erosion. When added to the weight of traffic, it has become impossible to build a safe road there. 2) Go back to the route of the military road. Reinforced stilts with the road running on top. Any debris from the hills above can be stemmed before it reaches the bottom of the glen. 3) 1.The military road seems to stay open and since it's been there it has become part of the landscape. 2.A more pleasing look could be achieved by designing arches where any stilts need built. 3.The existing A83 on the hillside above can be dug over and the landscape scar will disappear 4) The car park is a natural stopover with a viewpoint. The snack bar serves it well. I think a public toilet would help	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report (EIAR) by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. A number of options were assessed including a viaduct as part of the DMRB Stage 2 Assessment however the key reasons to support the Debris Flow Shelter (DFS) as the preferred route option are that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the DFS and whether the roof of the structure can include some form of natural low-level planting or grass.

Reference	Feedback	Response
		In addition, we are currently preparing an EIAR which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_068	3) Medium Term Solution, Long Term Solution, how many solutions does it take. How many years, how many consultations, how much taxpayers' money spent on consultations? Too much procrastination, no effective result. Surely it's time to cease consultations and surveys and get on with fixing the problem. Bearing in mind, there are just two vehicular routes onto the Cowal peninsular, the A815 via the A83 (primary route from the west and north) or the McInroys Point / Hunters Quay ferry (primary route for mainly light vehicles from the south and east), means the A83 is a vital artery for the businesses and communities on the peninsular. That is in such a parlous state is a sad reflection on all those involved in supposedly maintaining it. 4) The existing car park was satisfactory, could potentially be enlarged to maximise tourist potential, in which case more provision to accommodate them will be necessary, i.e. toilets, permanent refreshment facilities (including facilities for lorry drivers), etc. But concentration on fixing the road for the benefit of residents, businesses and visitors should be the primary consideration.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. We recognise that the timescales for developing an alternative to the current route and finding a long-term solution are frustrating for the local community. However, this scheme is technically challenging, and the landscape is dynamic, so it is vital we understand the terrain we are working in, in order to develop a suitable solution of the correct standard in the correct place. Following design and assessment work, a Debris Flow Shelter (DFS) was announced on 2 June 2023 as the preferred option for the Long-Term Solution (LTS). This option involves constructing a DFS over a length of approximately 1.4km with an additional 180m of catch pit and protection wall to protect the road and road users from future debris flow events. The identification of the preferred route option through Glen Croe is a very important milestone in finding a solution to this long-standing problem.

Reference	Feedback	Response
		The next step for the permanent solution, which is the detailed development and assessment of the preferred option, is progressing at pace and will conclude with the publication of draft Orders for comment, expected by the end of this year. The Scottish Government is duty bound to properly follow the correct statutory procedures which rightly include the opportunity for local communities to input and have any objections received resolved appropriately. Construction of the scheme can only commence once the statutory process is complete, and a main works contractor is appointed. As part of the £87 million invested in the maintenance of the A83 since 2007, over £16 million has been invested in landslide mitigation works at the Rest and Be Thankful, to help keep Argyll open for business by reducing the impact of landslides on the road. The key reasons to support the DFS as the preferred route option are that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition, it is the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_069	1) This looks like a design that will solve the problem, if the catch pit works and the foundations are secure enough. It should have been done years ago. 3) The fit of the current design is adequate, although more planting on top would be good. Our interaction is mainly about the ability to traverse the pass efficiently en route from central belt to Argyll and he visual enjoyment of the dramatic scenery 4) The design looks good	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report (EIAR) by the end of this year. The Scottish Government 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 connectivity of this vital route.

Reference	Feedback	Response
		The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. The key reasons to support the Debris Flow Shelter (DFS) as the preferred route option are that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. The six-metre-wide catch pit is proposed to run parallel to the DFS and the Debris Flow Protection Wall (DFW). The catch pit's main function is to capture material from landslides and rockfall, mitigating direct impacts to the DFS and DFW. A piled foundation solution is proposed for the DFS and associated catch pit to ensure that they have a secure fixing to the rock head. Providing the catch pit parallel to the DFS and DFW also allows the landslip and rockfall material to be cleared up following an event. The clear up operation will include the material being excavated by a construction plant situated on the roof of the DFS. This approach thereby allows traffic to continue running on the A83 during and after a landslide event. As the Long-Term Solution (LTS) is predominantly on the existing A83 road, there will be a requirement for temporary traffic management for road users during the full construction period, currently estimated to be three to four years. This will include traffic light operation and potentially considerable periods of full closures of the A83 where the Old Military Road (OMR) will be required to be in operation extensively during the construction period. The Medium-Term Solution (MTS), announced in December 2022, which is a proportionate programme of improvements to the OMR will not only improve its safety and resilience as a diversion route, but also improve the operation by extending the length of two-way operation, reducing the journey times. The two-way operation will cover the southern end of the OMR only, due to the topography and tight bends at the northern end this will remain single lane. The improvements to the OMR as part of the MTS will deliver a safe, proportionate and more resilient diversion route when the A83 is closed. The interventions will be in place prior to the construction of the LTS and reduce disruption to road users during the construction of the DFS. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the DFS and whether the roof of the structure can include some form of natural low-level planting or grass.

Reference	Feedback	Response
		In addition, we are currently preparing an EIAR which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_070	1) Finally, a long term solution that is feasible. Above the proposed tunnel, waste tyres can be used instead of filling material to allow the bounce of rocks when they fall. This is a winwin sustable solution. 4) EV charging points	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. The key reasons to support the Debris Flow Shelter (DFS) as the preferred route option are that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. The six-metre-wide catch pit is proposed to run parallel to the DFS and the Debris Flow Protection Wall (DFW). The catch pit's main function is to capture material from landslides and rockfall, mitigating direct impacts to the DFS and DFW. Providing the catch pit parallel to the DFS and DFW also allows the landslip and rockfall material to be cleared up following an event. The clear up operation will include the material being excavated by a construction plant situated on

Reference	Feedback	Response
		the roof of the DFS. This approach thereby allows traffic to continue running on the A83 during and after a landslide event. As part of the ongoing DMRB Stage 3 Assessment, we are considering what materials can be used on the roof of the DFS. The most important aspect of this decision will be to ensure that the roof includes compressible fill material (e.g. similar in composition to sand) in order to act as a cushion for the concrete structure during any potential landslide or boulder fall. The material on the roof also needs to be capable of supporting maintenance vehicles during the clear-up operation of material from the catch pit following a landslide event. In addition to the structural considerations, we are also considering whether the roof can include some form of natural low-level planting or grass in order to mitigate the landscape and visual impacts of the structure and try and integrate it into the surrounding environment as much as possible. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_071	1) Should be integrated into the hill. The design is ugly and seems likely to be damaged by rock fall. Overall an ugly and poor design. 2) I didnt see anything about a medium term solution? 3) It should be a tunnel that is fully integrated into the hillside. It looks like an ugly 1960s car park. 4) The design looks over complicated, Its a car park, it should be simple.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. Design work is being undertaken in accordance with the DMRB assessment process, which is used to develop and assess road projects. This is considered standard good practice and is used throughout the UK.

Reference	Feedback	Response
		The DMRB Stage 2 Options Assessment work considered a range of environmental, engineering, traffic and economic factors and also considered the performance against the national and regional objectives. It also considered disruption to road users during construction, more information can be found in the DMRB Stage 2 Report. It considered a comparative assessment of principally five options which consisted of viaducts, tunnels and a Debris Flow Shelter (DFS). Following the conclusion of the comparative assessment, the DFS and adjacent catch pit were selected as the preferred option. The key reasons to support the DFS as the preferred route option are that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. As part of the ongoing DMRB Stage 3 Assessment, we are considering what materials can be used on the roof of the DFS. The most important aspect of this decision will be to ensure that the roof includes compressible fill material (e.g. similar in composition to sand) in order to act as a cushion for the concrete structure during any potential landslide or boulder fall. The material on the roof also needs to be capable of supporting maintenance vehicles during the clear-up operation of material from the catch pit following a landslide event. In addition to the structural considerations, we are also considering whether the roof can include some form of natural low-level planting or grass in order to mitigate the landscape and visual impacts of the structure and try and integrate it into the surrounding environment as much as possible. The DFS and catch pit is a bespoke solution for the proposed scheme, which has the complexity of landslides and rockfalls as well as managing numerous watercourses across the hillside. Providing the catch pit parallel to the DFS and Debris Flow Wall also allows the landslip and rockfall material to be cleared up following an event. The DFS has been developed to integrate into the existing hillside as much as possible while also considering the operational challenges of managing a landslide event. The Medium-Term Solution (MTS) as presented within the information boards at the public engagement events consists of improvements to the existing Old Military Road (OMR) through the Glen Croe corridor to make it a more resilient diversion route until the Long-Term Solution (LTS) is in place. These improvements will improve the resilience of the diversion route, reduce journey times, are the quickest to implement, are of relatively lower cost and would have the least impact overall across the range of criteria assessed of the medium-term options considered. All the materials presented at the public engagement events can be found on the A83 Story Map and Transport Scotland Website.

Reference	Feedback	Response
		As part of the assessment to develop a more resilient temporary diversion route through Glen Croe, three options were considered, including an option for two-way traffic (further information on the three options can be found on the A83 Story Map – Medium-Term Solution - Assessed Options). The emerging car park design includes a revised connection from the car park to the B828 Glen Mhor local road and also includes access to an improved junction layout to and from the A83. The updated layout improves safety through a reduction in the number of junctions and conflicts between traffic (as well as improving visibility for road users) and improves the bus stop and bus turning facility (improving the gradient and integrating the bus stop within the car park). Design development of the car park layout as well as the need to accommodate a temporary diversion route via the OMR is ongoing and will be finalised in the coming months. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_072	1) The large amount of concrete and will spoil the natural landscape and from the plans, there's no planting or attempt to lessen the impact of ruining this landscape. The long term solution also is only a sticking plaster as the majority of slides recently have been further up the road. No matter what is done here it will not solve the access problem unless a lot more is done. 2) The OMR solution is better however, it should be automated. The traffic management team are unreliable and are slow to act. 3) The structure should be as invisible as possible. Planting should be the highest priority of the plan. Every effort should be made to ensure light pollution from the shelter is as minimum as possible.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. The key reasons to support the Debris Flow Shelter (DFS) as the preferred route option for the Long-Term Solution (LTS) are that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst

Reference	Feedback	Response
		having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. For over 15 years, the Scottish Road Network Landslide Study has guided how landslide risks are managed across the whole of the trunk road network, including the wider A83 Trunk Road beyond the Rest and Be Thankful. Depending on the records and location-specific issues, this has seen risk reduction measures implemented such as warning signage erected, mitigation schemes constructed or regular monitoring. This approach continues and the October 2023 events, when heavy and persistent rainfall caused major impacts on the trunk and local road networks, with significant disruption across Argyll, feed into ongoing work for the safe operation of the A83. As the LTS is predominantly on the existing A83 road, there will be a requirement for temporary traffic management for road users during the full construction period, currently estimated to be three to four years. This will include traffic light operation and potentially considerable periods of full closures of the A83 where the Old Military Road (OMR) will be required to be in operation extensively during the construction period. The MTS, announced in December 2022, which is a proportionate programme of improvements to the OMR will not only improve its safety and resilience as a diversion route, but also improve the operation by extending the length of two-way operation, reducing the journey times. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. Full details of the assessment to support the selection of the preferred option for the MTS can be found on the Transport Scotland Website. Further work is currently being undertaken as part of the DMRB Stage 3 Assessment (which consists of a more detailed design of the preferred route) to consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users during construction. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the debris flow shelter and whether the roof of the structure can include some form of natural low-level planting or grass and try and integrate it into the surrounding environment as much as possible. We are also progressing a programme to establish native woodland on the hillside above the road to help reduce the risk of landslides in the area whilst also enhancing local biodiversity and habitat connectivity. The scheme required Transport Scotland to acquire the necessary land before working in partnership with Forestry and Land Scotland to plant native trees of local provenance on the steep hillside. Deer fencing was installed in 2021, and tree planting

Reference	Feedback	Response
		commenced in March 2022. The planting is now complete, some 250,000 trees have been planted, and longer-term monitoring and management operations are underway. As part of the ongoing DMRB Stage 3 Assessment, we are undertaking a lighting assessment in order to better understand what daytime and night-time lighting is required within the structure. This takes account of the potential "strobe" effect from the DFS columns and the change in light on both entry and exit from the structure. Furthermore, the assessment works have considered the potential implications of light pollution and explored options on how this can be mitigated. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_073	Email 1: Sir As you will know the Scottish Government requires ALL significant transport expenditures to follow the Scottish Transport Analysis Guidance (STAG) methodology. I should be grateful if you could provide the Stage Reports produced for the earlier stages of STAG. In particular I should like to see the sections of the report based around the Place Principle and understanding the needs and desires of the local people. [Redacted] Email 2: 1. Please explain why you are using the DMRB methodology rather than the legally required STAG methodology. One significant difference you may have missed is the requirement to explain why options have been rejected. Specifically you cannot reject an option on cost grounds until you have an appropriate design to cost. The problem we have with the A82 proposal is that the rejection of the High route was based purely on guesses as to cost which turned out to be in flat contradiction to the only design available . I should be grateful for details of the alternative tunnel or viaduct options for the A83 as well as this one and how they were costed. 2. Do you have any examples from any other mountainous areas (Norway, Alps) of a "debris shelter plus catchpit" design? Your presentation identifies numerous and potentially very expensive problems of this design not least being how you clear the areas behind the shelters after a fall. How did you get the original estimates? 3. Your presentation talks of Active Travel. Where is this identified? I assume one option is to use the OMR for active travel since it is both a ROW and Core Path. But for reasons unknown TfS currently insists on illegally keeping gates locked against cyclists. This needs to be sorted now if your future plans are to be believed. 4. Finally, because of the projected Benefit Cost Ratio and the current squeeze, I do understand the reason for postponing the very heavy expenditure required for a Modern Scottish Trunk Road. However, if there is to be a huge expenditure in the long term it should be for a long-term solution. I fear the "debris shelter plus catchpit" is not that and will cause endless traffic congestion as it is being built. Hopefully a proper appraisal will be undertaken of viaduct, tunnel and hillside when there is some feasible chance of construction. [Redacted] Email 3: Please could you explain the term "where relevant". As an example the failure to use STAG could be deemed irrelevant to you but is absolutely central to me as it requires you to properly design and cost both your "shelter plus"	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. We can confirm that the development and assessment of the preferred route for the A83 Rest and Be Thankful scheme was undertaken by Transport Scotland in alignment with the principles of the Scottish Transport Appraisal Guidance (STAG) and the DMRB. The A83 scheme was identified as a priority for the Scottish Government and is a key recommendation in Strategic Transport Projects Review 2 (STPR2). Details of the overarching transport appraisal that supported the review, that was undertaken in line with STAG, can be found at STPR2. Specifically, the outputs of the detailed transport apprasial for the A83 can be found at Recommendation 29 – Access to Argyll. I would further note that STPR2 provides a robust Strategic Case for investment and is a 20-year plan of both essential and transformational infrastructure, which will help us meet our aims of protecting our climate and improving lives.

Reference	Feedback	Response
	proposal and alternatives. Specifically you need to identify the huge costs and delays associated with trying to rebuild a road whilst functioning compared to e.g. building a viaduct [Redacted]	We can advise in respect to your specific query on the Place Principle consideration and reference to this has been made to this within the Preliminary Engineering Services and Strategic Environmental Assessment prepared as part of the DMRB Stage 1 Assessment. Furthermore, as part of subsequent DMRB assessment stages, collaboration and community involvement have helped to inform the proposed scheme design development. The increased understanding from members of the public, transport providers and stakeholders to aspects such as the improvements to the Rest and Be Thankful viewpoint car park and bus stop as well as active travel provisions are examples which have benefitted from a collaborative input. The output from these will be encompassed within the DMRB Stage 3 Assessment. As part of the £87 million invested in the maintenance of the A83 since 2007, over £16 million has been invested in landslide mitigation works at the Rest and Be Thankful, to help keep Argyll open for business by reducing the impact of landslides on the road. Subsequent landslide measures have seen the opening of the Old Military Road (OMR) as a diversion route when the A83 is closed, installation of nets, catch pits and improvements to drainage at this location. Construction of an additional roadside catch pit at the Rest and Be Thankful began in 2021 and was completed in June 2023. This £3.4 million scheme provides capacity to collect an additional 1,800 tonnes of debris flow from landslides, in addition to the 1,900-tonne capacity provided by the four other catch pits. On 3 December 2020, the then Cabinet Secretary announced that construction was to start immediately on a new 175m landslide barrier adjacent to the local diversion to help bolster the resilience of this route. Work was completed in January 2021. More information can be found on the BEAR Scotland website. In August 2020, Jacobs Aecom were commissioned by Transport Scotland to undertake a Strategic Environmental Assessment and provide Preliminary Engineering Support Services in the assessment of route corridor options to improve access to Argyll and Bute including the A83 Trunk Road. A preliminary assessment of all 11 route corridor options for improving access to Argyll and Bute and identifying a Long-Term Solution (LTS) to the ongoing problems at the Rest and Be Thankful has been completed and a Preliminary Assessment Report published in March 2021. Following this report, including over 650 responses to the public consultation on the scheme, the then Cabinet Secretary for Transport, Infrastructure and Connectivity announced a preferred route corridor on 18 March 2021 – this is Route Corridor 1 through Glen Croe. A copy of the report can be found here: Preliminary Assessment Report - March 2021 - A83 Access to Argyll and Bute | Transport Scotland. Atkins Réalis WSP Joint Venture (AWJV) were appointed by Transport Scotland in September 2022 to progress both the Medium-Term Solution (MTS) and the permanent LTS to the issues faced at the Rest and Be Thankful. In December 2022 the then Minister for Transport announced the preferred option for the MTS to improve the operation, safety and resilience when used as the diversion route. We are developing these interventions at pace through the appropriate statutory consents. In June 2023 the then Minister for Transport announced the preferred route for the permanent, LTS which consists of a Debris Flow Shelter (DFS) and catch pit on the line of the existing A83. This announcement marked a major

Reference	Feedback	Response
		milestone in the scheme. A copy of the DMRB Stage 2 Assessment Report can be found here: Design Manual for Roads and Bridges (DMRB) stage two route options assessment report - A83 Access to Argyll and Bute | Transport Scotland. Work is being undertaken in accordance with the DMRB which is used to develop and assess road projects. This is considered standard good practice and is used throughout the UK. The DMRB Stage 2 Options Assessment work considered a range of environmental, engineering, traffic and economic factors. It also considered the performance against the national and regional objectives and distruption to road users during construction. The DMRB Stage 2 process considered a comparative assessment of principally five options which included various combinations of viaducts, tunnels and debris flow shelters. Following the comparative process the DFS and catch pit was identified as the preferred option. Overall, it performed better across the engineering, environment, traffic and economic criteria compared to the other options assessed. The key reasons to support the DFS as the preferred route option are that it achieves the scheme objectives by improving the resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Full details of the DMRB Stage 2 Assessment which led to the preferred option, cost information and breakdown, as well as details of all the options can be found using the link provided above or on the A83 Story Map – Road Alignment Design Development - Additional Information (arcgis.com). The DFS and catch pit is a bespoke solution for the proposed scheme, which has the complexity of landslides and rockfalls as well as managing numerous watercourses across the hillside. Given the unique challenges of the proposed scheme, it is recognised that there is no equivalent structure in the UK. Our technical advisors AtkinsRéalis WSP Joint Venture, have structural specialists, using their expertise and knowledge of other similar international structures (mainly across Europe) to benefit the ongoing design and development of the scheme. The current estimated cost for the permanent, long-term solution is between £405 million and £470 million at Q1 2023 prices. At this stage, we present a cost estimate range as there remain a number of unknowns (such as ground conditions), so as we gather more information and develop the design in greater detail during the DMRB Stage 3 Assessment, we will be able to more accurately estimate the cost of the proposed scheme. The six-metre-wide catch pit is proposed to run parallel to the DFS and the Debris Flow Protection Wall (DFW). The catch pit's main function is to capture material from landslides and rockfall, mitigating direct impacts to the DFS and DFW. Providing the catch pit parallel to the DFS and DFW also allows the landslip and rockfall material to be cleared up following an event. The clear up operation will include the material being excavated by a construction plant (e.g. excavators and dumper trucks) situated on the roof of the DFS. A maintenance access track at the southern end of the DFS provides access to the roof for maintenance operatives. This approach thereby allows traffic to continue running on the A83 during and after a landslide event.

Reference	Feedback	Response
		We are currently developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR). Opportunities to utilise the OMR and other existing routes are being considered as part of this assessment. In relation to your comment regarding locked gates on the OMR, Transport Scotland does not own this road, it is a privately owned road, and the surrounding land is part of a working farm. We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the OMR, as identified on the information boards displayed at the engagement events. The preferred route at the A83 has been identified through the DMRB Assessment process to provide a robust scheme which provides the following key benefits: • Improved resilience and operational safety of the trunk road network by reducing the impact of disruption for travel to, from and between Argyll and Bute and the Central Belt of Scotland • The greatest potential to be delivered quickly • Most favourable performance across a broad range of environmental criteria, including cultural heritage, visual, population and human health, climate, and materials and waste • The greatest opportunity to encourage sustainable travel As the LTS is predominantly on the existing A83 road, there will be a requirement for temporary traffic management for road users during the full construction period, currently estimated to be three to four years. This 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. The MTS, announced in December 2022, which is a proportionate programme of improvements to the OMR will not only improve its safety and resilience as a diversion route, but also improve the operation by extending the length of two-way operation, reducing journey times. The two-way operation will cover the southern end of the OMR only, due to the topography and tight bends at the northern end this will remain single lane. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. The MTS Options Assessment Report can be found using the following link: Medium term strategy - Options assessment report - January 2023 - A83 Access to Argyll and Bute | Transport Scotland.

Reference	Feedback	Response
		Further work is currently being undertaken as part of the DMRB Stage 3 Assessment which consists of a more detailed design of the preferred route. It will consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users during construction. It is noted that a separate response on 1 May 2024 was provided to clarify your query in relation to the term “where relevant” within our initial email acknowledgment. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_074	1) This sort of thing is used widely in Europe mainly to deal with large avalanche areas; they work very well and this solution has been too long in coming to The Rest & Be Thankful. Is the Catch Pit accessible should the pit fill up with any debris from a slide? Would this be done from the roof of the shelter, if so is it strong enough to take the diggers and trucks required to keep the Catch Pit clean and so able to do the job it is designed for? Would the walk way down the side of the Debris Flow Shelter be accessible by the general public, even part of the way with a view point? 2) Looks good, needs to be done as the building of the Debris Flow Shelter will no doubt take some time to be completed. Having work on the roads around this area I'm aware of how crucial it is to have a consistent access to and from for deliveries, commuters and of course income (Tourists). 3) I think great engineering structures should be celebrated and done more, at the end of the day without such a structure like the Debris Flow Shelter the landscape at the Rest will just become a large pile of earth at the bottom, spread all over the Old Military Road. I have seen many such structures in Europe in the mountain areas and they blend in well with minimal visual impact considering their size yet allow travel to and from such areas so they can still be enjoyed by many. I drive this road a few times a year for work and to visit relatives, important to have good roads. I walk the hills in and around the area, important to have minimal visual impact on the beautiful scenery. I am connected to the area and want Tourism and everyday supplies and Business to be able to continue with minimal obstruction. 4) I think the existing car park is good and has enough space. Toilets, benches and support for the mobile food van, sadly the upkeep of Toilets will possibly make them not viable.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report (EIAR) by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. The key reasons to support the Debris Flow Shelter (DFS) as the preferred route option are that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. The six-metre-wide catch pit is proposed to run parallel to the DFS and the Debris Flow Protection Wall (DFW). The catch pit’s main function is to capture material from landslides and rockfall, mitigating direct impacts to the DFS and DFW. Providing the catch pit parallel to the DFS and DFW also allows the landslip and rockfall material to be cleared up following an event. The clear up operation will include the material being excavated by a construction plant (e.g. excavators and dumper trucks) situated on the roof of the DFS. A maintenance access track at the southern end of the

Reference	Feedback	Response
		DFS provides access to the roof for maintenance operatives. This approach thereby allows traffic to continue running on the A83 during and after a landslide event. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. The walkway which will sit alongside the DFS will be used for the purposes of maintenance access and a pedestrian evacuation route in the event of an emergency within the DFS. The walkway is not intended to be used as a viewpoint, and pedestrians will not be permitted to use the walkway unless in an emergency situation. As the Long-Term Solution (LTS) is predominantly on the line of the existing A83 road, there will be a requirement for temporary traffic management for road users during the full construction period, currently estimated to be three to four years. This will include traffic light operation and potentially considerable periods of full closures of the A83 where the Old Military Road (OMR) will be required to be in operation extensively during the construction period. The MTS, announced in December 2022, which is a proportionate programme of improvements to the OMR will not only improve its safety and resilience as a diversion route, but also improve the operation by extending the length of two-way operation, reducing journey times. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. Further work is currently being undertaken as part of the DMRB Stage 3 Assessment (which consists of a more detailed design of the preferred route) to consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users during construction. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the DFS and whether the roof of the structure can include some form of natural low-level planting or grass. In addition, we are currently preparing an EIAR which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course.

Reference	Feedback	Response
		To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_075	1) The long term solution to building this bridge/tunnel is a welcome one. My journeys along the a83 have never been inconvenienced by a landslide. I have been very fortunate not to have to make the huge detour or otherwise. However, I am surprised at the design of the bridge/tunnel. I expected an arched tunnel/bridge which allowed landslide/debris to fall over it in effect making it a tunnel. That would allow the slope to eventually look more natural from the outside. Having 4 lanes would potentially allow passing vehicles if their was a breakdown or heaven forbid an accident. 2) The medium sounds thought through, but I'd expect more careful attention to drain away as part of the flood prevention, perhaps widening and deepening the burn even creating new burn flows down. 3) It would be better if the tunnel/bridge was allowed to evolve into something looking more natural hence my thoughts on the tunnel arched to allow the debris to fall over it and allow the landslide to form a more natural look in the decade to come. The walls need to be well reinforced to hold the potential weight to allow people the confidence to drive through. 4) a) Carpark for the shape of the proposal seems fair enough. But I can't see the need if you allowed the potential landslide to go over the bridge/tunnel naturally. b) Having a car park I'd expect there to be a Café/Rest Room as I'm sure tour operators and holidaying folks would come to view	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report (EIAR) by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. Information on why the Debris Flow Structure (DFS) and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. A six-meter-wide catch pit is proposed to run parallel along the full length of the DFS and the Debris Flow Protection Wall (DFW) located at the northern end of the DFS. The catch pit's main function is to capture material from landslides and rockfall, mitigating direct impacts to the DFS and DFW structures. Details of why this option evolved to include catch pits, as opposed to allowing the material to flow over the roof are contained in the DMRB Stage 2 Report. This was fundamentally due to the impact of how debris material and water moved across the structure, particularly with respect to the impact this may have on the resilience of the structure, downstream slope stability and water environment. As part of the ongoing DMRB Stage 3 Assessment, we are considering in detail what procedures need to be in place within the DFS in the event of a breakdown, fire or accident. We are actively engaging with and consulting emergency services in order to better understand their response to such an event. This includes consideration of a response to a fire within the structure. With respect to the road carriageway standard within the DFS, it is noted that based on traffic volumes and taking account of operational requirements a single carriageway with two lanes is proposed. This is based on a 9.3m wide

Reference	Feedback	Response
		carriageway within the DFS, which will include two 3.65m wide lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users. The Medium-Term Solution (MTS), announced in December 2022, is a proportionate programme of improvements to the OMR which will not only improve its safety and resilience as a diversion route, but also improve the operation by extending the length of two-way operation, reducing journey times. Environmental factors, such as water course crossings and flooding have been taken into account in the design development of the MTS scheme and are subject to ongoing assessment. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the DFS and whether the roof of the structure can include some form of natural low-level planting or grass. In addition, we are currently preparing an EIAR which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_076	1) Good overall plan. Will the old military road be kept in service for emergencies? Roof planted for wildlife? Lights in tunnel powered by solar panels on roof? 2) Close road to allow work to start and use old military road 3) Living roof would help insect/ birds. Wildlife tunnel or bridge to help avoid animal deaths on road. Construction material choices will help tunnel blend into landscape. 4) Good plan I've not stopped at car park in the past. Toilets would be a welcome addition. Composting would avoid any plumbing. Solar lighting etc save on energy costs.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report (EIAR) by the end of this year.

Reference	Feedback	Response
		The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. As part of the ongoing DMRB Stage 3 Assessment, we are considering in detail what procedures need to be in place within the Debris Flow Shelter (DFS) in the event of an emergency incident. We are actively engaging with and consulting emergency services in order to better understand their response to such an event. This includes consideration of a response to a fire within the structure. Going forward, we will continue to develop proposals in line with the emerging design and in accordance with relevant design standards and legislation. This will include consideration of how to prevent, detect and raise awareness of incidents within the DFS. Other aspects under ongoing investigation include both fire and smoke modelling work and a lighting assessment, to determine what daytime, night-time and emergency lighting is required within the structure including options for power supply. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the DFS and whether the roof of the structure can include some form of natural low-level planting or grass and try and integrate it into the surrounding environment as much as possible. In addition, we are currently preparing an EIAR which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. As part of the DMRB Stage 3 Assessment mammal permeability on the A83 is being investigated and it is recognised that it is likely that mammals currently follow the topography of the A83 and that this would continue after completion of the DFS. As such, consideration has been given to how mammals could interact and may access the roof of the DFS and the associated catchpit. Furthermore, consideration is being given to the layout of fencing, kerbing and potential deer orcattle grids as well as how amphibians could interact with the drainage system. This work is ongoing, and it is recognised that careful design is required to avoid wildlife road traffic casualties wherever possible. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map.

Reference	Feedback	Response
		If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_077	1) Why is shelter so complex, with catchment pit etc? Why not roof slope to outside to allow matter to roll over? What provision is made for cycling? Maybe maintain the old road in good condition as cycle route? 4) Cycle parking. Cafe.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. The key reasons to support the Debris Flow Shelter (DFS) as the preferred route option are that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Providing the catch pit parallel to the DFS and Debris Flow Wall also allows the landslip and rockfall material to be cleared up following an event. The clear up operation will include the material being excavated by a construction plant (e.g. excavators and dumper trucks) situated on the roof of the DFS. A maintenance access track at the southern end of the DFS provides access to the roof for maintenance operatives. This approach thereby allows traffic to continue running on the A83 during and after a landslide event. Details of why this option evolved to include catch pits, as opposed to allowing the material to flow over the roof are contained in the DMRB Stage 2 Report. This was fundamentally due to the impact of how debris material and water moved across the structure, particularly with respect to the impact this may have on the resilience of the structure, downstream slope stability and water environment. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. In line with the Scottish Government's vision to promote active travel in 'A Long-Term Vision for Active Travel 2030', which can be found at https://www.transport.gov.scot/media/33649/long-term-vison-for-active-travel-in-scotland-2030.pdf ', and the 'Cycling by Design' guidance document which can be found at Cycling by Design Update 2021

Reference	Feedback	Response
		(transport.gov.scot), suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects. Cyclists will be able to travel through the DFS on the existing road similar to the rest of the A83 Trunk Road. There will be a walkway alongside the DFS for maintenance and evacuation purposes however it will not be open to pedestrians or cyclists as there is no connecting cycle path or walkway currently on the A83. We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-riding Assessment. With regards to passing cyclists or slow-moving road users in the DFS, it is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users. We are also currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the OMR, as identified on the information boards displayed at the engagement events. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_078	1) It looks a fantastic solution to a big issue. Zero complaints from me. 2) Again, if it increases safety and keeps traffic moving then it can only be to Scotland's advantage. God only knows why the [Redacted] are using it as an excuse to slate the [Redacted]. 3) I think the contrast of a brilliantly modern build within the wild and ancient landscape will be striking in all the right ways and don't necessarily think it should be completely hidden. I pass this way regularly and always stop at the top to take in that marvellous view. Continuing to do so is No.1 in my top ways to interact with that landscape. My No.2 is obviously getting from A to B. And lastly, No.3 is simply getting there safely! Actually quite excited about seeing this project happen in the flesh! How wonderfully Alpine it all feels. I love it!	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year.

Reference	Feedback	Response
	4) A) Love this car park and that superb view. Feels right. B) Interactive info situated here relating to the build would be interesting.	The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. Thank you for your positive comments on the preferred route for a permanent solution to the challenges of landslides at the Rest and Be Thankful. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_079	1) I am in favour 2) I am in favour	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme

Reference	Feedback	Response
A83RABT_080	1) It seems this solution is simply to defend the road from the hill. Something that will cost again and again given the nature of the slides. Given the scale of the solution including the constant inspection and repair would it not be easier to reroute the road to the other side (west side) of the Croe Water allowing for the rewilding of the east side and a safer open road. 2) This seems a reasonable solution while work is being carried out although would not be needed if the road was being rerouted on the other side of the valley. 3) I think it fits the landscape the best it probably could do without tunnelling. I have no issues with how the long term solution looks. 4) Any changes to increase the capacity are a positive.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report (EIAR) by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. There were five options considered, including the Green Option on the western slope of the Glen, as part of the DMRB Stage 2 Assessment however the key reasons to support the Debris Flow Shelter (DFS) as the preferred route option are that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. The Medium-Term Solution (MTS), announced in December 2022, is a proportionate programme of improvements to the Old Military Road (OMR) and will not only improve its safety and resilience as a diversion route, but also improve the operation by extending the length of two-way operation, reducing the journey times. The improvements to the OMR as part of the MTS will deliver a safe, proportionate and more resilient diversion route when the A83 is closed. The interventions will be in place prior to the construction of the Long-Term Solution (LTS) and reduce disruption to road users during the construction of the DFS. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the DFS and whether the roof of the structure can include some form of natural low-level planting or grass. In addition, we are currently preparing an EIAR which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the

Reference	Feedback	Response
		proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_081	1) I'm assuming that the engineering of the scheme will be suitable to contain debris flows for years to come. So just two points which I was considering: 1. Will traffic speed be controlled by a suitable limit and speed camers? 2. Is there any provision for cyclists, or will they be required to use the Old Miltary by pass road (would seem to be a sensible idea). 3) The images don't look good, but the structure will weather with time and be less obtrusive. I'm usually just passing through so from the road the impact is visually no more than, say, a long road bridge. 4) I rarely use the existing car park but the proposed car park appears rather small in view of the numbers vehicles that are likely to use it.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report (EIAR) by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. The national speed limit for trunk roads will apply to vehicles travelling in the Debris Flow Shelter (DFS) similar to the rest of the A83 Trunk Road. It is not proposed to install speed cameras within the DFS. In line with the Scottish Government's vision to promote active travel in 'A Long-Term Vision for Active Travel 2030', which can be found at https://www.transport.gov.scot/media/33649/long-term-vison-for-active-travel-in-scotland-2030.pdf ', and the 'Cycling by Design' guidance document which can be found at Cycling by Design Update 2021 (transport.gov.scot), suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects. Cyclists will be able to travel through the DFS on the existing road similar to the rest of the A83 Trunk Road. There will be a walkway alongside the DFS for maintenance and evacuation purposes however it will not be open to pedestrians or cyclists as there is no connecting cycle path or walkway currently on the A83.

Reference	Feedback	Response
		We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR). With regards to passing cyclists or slow-moving road users in the DFS, it is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, will include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users. We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the Old Military Road (OMR), as identified on the information boards displayed at the engagement events. Opportunities to utilise the OMR and other existing routes are being considered as part of this assessment. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the DFS and whether the roof of the structure can include some form of natural low-level planting or grass to try and integrate it into the surrounding environment as much as possible. In addition, we are currently preparing an EIAR which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_082	1) This is a huge and ambitious project but one which is essential as a long term and permanent solution to the landslide problem. The investment, expensive as it undoubtedly will be, can only pay back enormously over the future years of safe driving and keeping the route open and functioning. I'm in full support of the proposal. 2) The OMR already exists, keeping new build to a minimum. If it was deemed good enough for military planners of old then it can surely be successfully deployed for modern use as a diversion while the longterm goal is achieved.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment.

Reference	Feedback	Response
	3) Scotlands rural landscape is frequently punctuated with manmade structures, from viaducts to power lines and if done thoughtfully can be made to be aesthetic landmarks as well as practical structures. For me what is important is the planting of trees, not just for greenery, but also to help bind the land. Important, too, is not to obscure the views across Glen Croe from the covered road. Also important is the provision of passing/parking places both on the hillside and at the two ends of the route. 4) I have never found the car park to be full, so provision of spaces I don't think needs improvement. What I'd like to see is facilities for enjoying the views from the top rest, being thankful indeed for some benches facing the glen and some facing the loch at the other side. The provision of a hot food retailer has always been welcome when it has been in place, and seasonal franchise for a coffee and burger bar in the April to October months would be a serous attraction. Information boards would be helpful. The plans as shown looks well thought out and could accommodate the needs and wishes of travellers without over disruption of the land area at the Rest.	We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report (EIAR) by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. The Medium-Term Solution (MTS) as presented at the public engagement events consists of improvements to the existing Old Military Road (OMR) through the Glen Croe corridor to make it a more resilient diversion route until the Long-Term Solution (LTS) is in place. These improvements will improve the resilience of the diversion route, reduce journey times, are the quickest to implement, are of relatively lower cost and would have the least impacts overall across the range of criteria assessed of the medium-term options considered. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the Debris Flow Shelter (DFS) and whether the roof of the structure can include some form of natural low-level planting or grass to try and integrate it into the surrounding environment as much as possible. We are also progressing a programme to establish native woodland on the hillside above the road to help reduce the risk of landslides in the area whilst also enhancing local biodiversity and habitat connectivity. The scheme required Transport Scotland to acquire the necessary land before working in partnership with Forestry and Land Scotland to plant native trees of local provenance on the steep hillside. Deer fencing was installed in 2021, and tree planting commenced in March 2022. The planting is now complete, some 250,000 trees have been planted, and longer-term monitoring and management operations are underway. In addition, we are currently preparing an EIAR which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com

Reference	Feedback	Response
		Thank you for your interest in the scheme.
A83RABT_083	1) Should have full provision for bikes and pedestrians 2) How will pedestrians get through? Or Bikes? This completely cuts off access to the top of glen croe? 4) Some bike racks would be nice tbh.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. In line with the Scottish Government's vision to promote active travel in 'A Long-Term Vision for Active Travel 2030', which can be found at https://www.transport.gov.scot/media/33649/long-term-vison-for-active-travel-in-scotland-2030.pdf ', and the 'Cycling by Design' guidance document which can be found at Cycling by Design Update 2021 (transport.gov.scot), suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects. Cyclists will be able to travel through the Debris Flow Shelter (DFS) on the existing road similar to the rest of the A83 Trunk Road. There will be a walkway alongside the DFS for maintenance and evacuation purposes however it will not be open to pedestrians or cyclists as there is no connecting cycle path or walkway currently on the A83. We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR). With regards to passing cyclists or slow-moving road users in the DFS, it is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, will include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users. We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the Old Military Road (OMR), as identified on the information boards displayed at the engagement events.

Reference	Feedback	Response
		We are aware of the paths to the east of the A83 which accesses the Arrochar Alps, and the scheme will aim to ensure no barriers are put in place which inhibit access to existing routes. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_084	1) NOand NO to your solution. I have a solution that has NEVER been proposed and here it is and solves ALL the issues in one. I propose that a road traffic bridge is built. It is to be built in the style of the Milau bridge and is for traffic only, no pedestrians. It is to be run close and parallel in the same direction over and above the Old Military Road on the valley floor below the main road. Its launch from the Oban Argyll end is to be the car park area at top end of the Rest and Be Thankful and feed as required a) onto the bridge itself (a safe and suitable height of the traffic bridge to be decided by the structural team) b) other route to farm land etc. As I said NO general pedestrian/cycle crossing the bridge as they can use the current Old Military Road. Like the Milau - Permission may be granted once a year and only once for a regulated charity marathon event run across the bridge. The solution I have proposed should be good for 120 years. It solves the ECO crowd complaints. Farmers below may continue relatively undisturbed. Scotland has an excellent reputation for bridge building Scotland delivered the Queensferry before time and below budge as far as I remember. Old Military Road may still be used Historical and cultural significance maintained by the building of and R+ B Bridge. When the R+B hillside does eventually landslip massively down into the valley below (and it will) taking half the hill with it and tons and tons of scree, rock , boulders,mud,debris and 20 ton rocks : the bridge will remain if built a) far enough out landslip pathway and of substantial enough material without threat to life and still be able to be used . A solution we all want. It will bring employment to the area. There will be significant and quick resolution of traffic safety concerns. In the same way as the Milau opened up areas in France,there will be improved immediate economic value to the depopulated Highlands and Western Coastal areas of Scotland.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. A number of options, including a viaduct option similar to what you suggest, were considered as part of the DMRB Stage 2 Assessment. Further detail on the viaduct option can be found in the DMRB Stage 2 Report. The key reasons to support the Debris Flow Shelter (DFS) as the preferred route option is that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme as well as background information on the viaduct option (referenced yellow option) can be found in the DMRB Stage 2 Report. To keep up to date with future developments on the scheme please visit the A83 Story Map.

Reference	Feedback	Response
	It is my opinion and I am in no doubt that it could become an iconic world renowned bridge. One that Scotland could be proud of. One that people will travel Globally to travel over. IYou have the solution now. What you do with it is your decision. You can call me anytime to discuss , you have my number and address. I am [Redacted] and I have a creative pragmatic solution driven background from having been a Project Manager /Systems analyst/designer engineer. I am happy to draw a diagram of what this may look like but I'm sure you have a graphics designer who can rustle you up a 'picture' of a 'Mini- Milau' running above the valley floor near to the Old Military Road from a run-in launch point at carpark or near to a taper point past the danger slip areas of the hillside in the distance. Good Luck. [Redacted]. 3) Safety, Functional useability Reliability	If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_085	1) Long and short term ideas seem to be ok, it's only the design I feel is flawed. As someone who travels it fairly regularly the improvements to the road itself will be good. Maybe think about working with [Redacted] and electrical providers and when building the road have channels put in under the road that can accommodate lines for those providers as well. I'm happy to help with the design myself. Especially the angle of the ceiling. 2) Long and short term ideas seem to be ok, it's only the design I feel is flawed. 3) First answer is what I'm giving 4) Electric charging ports	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. Design work is being undertaken in accordance with the DMRB assessment process, which is used to develop and assess road projects. This is considered standard good practice and is used throughout the UK. The DMRB Stage 2 Options Assessment work considered a range of environmental, engineering, traffic and economic factors. It also considered the performance against the national and regional objectives and disruption to road users during construction, more information can be found in the DMRB Stage 2 Report. It considered a comparative assessment of principally five options which consisted of viaducts, tunnels and a Debris Flow Shelter (DFS). Following the conclusion of the comparative assessment the DFS and adjacent catch pit was selected as the preferred option. The key reasons to support the DFS as the preferred route option are that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all

Reference	Feedback	Response
		options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. As part of the ongoing DMRB Stage 3 design development work, accommodating future provision of public utilities has been considered. We have engaged with utility companies including BT OpenReach as part of this work. In addition, any necessary diversion and protection works to utility apparatus are also being considered. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_086	1) Since the mediumterm solution incorporates making the old military road a more accessible road to be used during works on the A83, why not just make the OMR a duel lane road all the way through and have that as the final solution? You're arranging flood protection, which was the biggest issue with the OMR, and so would it not be much less time consuming and much more cost effective to not create a debris shelter in order to use the A83 but instead improve the OMR and reroute the A83 along there. 2) See above. 3) The view of the landscape on all sides, which the debris shelter would obscure on the side of the hill but that's less important than the timescale of 5+ years for this project to actually be completed, not to mention the hassle it will cause residents. 4) As long as the car park has enough space and the burger van has a spot, as this is employment for locals.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report (EIAR) by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. The key reasons to support the Debris Flow Shelter (DFS) as the preferred route option are that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel.

Reference	Feedback	Response
		Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. As the Long-Term Solution (LTS) is predominantly on the existing A83 road, there will be a requirement for temporary traffic management for road users during the full construction period, currently estimated to be three to four years. This will include traffic light operation and potentially considerable periods of full closures of the A83 where the Old Military Road (OMR) will be required to be in operation extensively during the construction period. As part of the assessment to develop a more resilient temporary diversion route through Glen Croe, three options were considered, including an option for two-way traffic (further information on the three options can be found on the A83 Story Map – Medium-Term Solution - Assessed Options). The MTS, announced in December 2022, which is a proportionate programme of improvements to the OMR will not only improve its safety and resilience as a diversion route, but also improve the operation by extending the length of two-way operation, reducing the journey times. The two-way operation will cover the southern end of the OMR only, due to the topography and tight bends at the northern end this will remain single lane. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. Full details of the assessment to support the selection of the preferred option for the MTS can be found on the Transport Scotland Website. Further work is currently being undertaken as part of the DMRB Stage 3 Assessment which consists of a more detailed design of the preferred route. It will consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users during construction. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the DFS and whether the roof of the structure can include some form of natural low-level planting or grass to try and integrate it into the surrounding environment as much as possible. In addition, we are currently preparing an EIAR which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course.

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		To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_087	1) It should be build asap. Its shoud also provision a cycle path - theraod is being rebuilt anyway, so makes sense to include 2) Its not entirely clear what this is 3) It does not harm the aethetics at all. an interesting industrial design would enhance the view. 1. overall landscape view - from the road and looking at the road. The proposal fits wih this 2. safety for all concerned - the proposal goes some way to addressing this 3. Keeping the route open for the local economy - the proposal goes someway to addresing this 4) The car park does what its supposed to. Its should be kept nice and simple - just a car park to admire the view from	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report (EIAR) by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. In line with the Scottish Government's vision to promote active travel in 'A Long-Term Vision for Active Travel 2030', which can be found at https://www.transport.gov.scot/media/33649/long-term-vison-for-active-travel-in-scotland-2030.pdf ', and the 'Cycling by Design' guidance document which can be found at Cycling by Design Update 2021 (transport.gov.scot), suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects. Cyclists will be able to travel through the Debris Flow Shelter (DFS) on the existing road similar to the rest of the A83 Trunk Road. There will be a walkway alongside the DFS for maintenance and evacuation purposes however it will not be open to pedestrians or cyclists as there is no connecting cycle path or walkway currently on the A83. We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR). With regards to passing cyclists or slow-moving road users in the DFS, it is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, will include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users.

Reference	Feedback	Response
		We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the Old Military Road (OMR), as identified on the information boards displayed at the engagement events. The improvements to the OMR as part of the Medium-Term Solution (MTS) will deliver a safe, proportionate and more resilient diversion route when the A83 is closed. The interventions include widening to sections of road carriageway at bends, extension of two-way widening, upgrades to bridges as well as drainage improvements, will be in place prior to the construction of the Long-Term Solution (LTS) and reduce disruption to road users during the construction of the DFS. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. Full details of the assessment to support the selection of the preferred option for the MTS can be found on the Transport Scotland Website. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the DFS and whether the roof of the structure can include some form of natural low-level planting or grass. In addition, we are currently preparing an EIAR which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases to try and integrate it into the surrounding environment as much as possible. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_088	1) A sloping roof would enhance the look whilst letting debris naturally run off, please blend it better in to the landscape, as with the car park, how many roads there? Is the road inside the tunnel heated so it doesn't freeze with ice and run off? The access road seems to be in the direct path of debris- is this wise? Great place for a restaurant. Great to see vision zero accident prioritised over net zero!! Wisdom at last ! A tree planting programme would hold the soil 2) Medium term will last a decade no doubt, tree or willow planting would grow a lot inn10 yrs	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment.

Reference	Feedback	Response
	3) It needs to be of a more natural shape, harsh shoebox shape will never look good, come on a wee bit of thought here won't cost any more. Be respectful to our scenery 4) Restaurant , accessible loos, changing spaces loos, defib, telescope!	We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report (EIAR) by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. As part of the ongoing DMRB Stage 3 Assessment, we are aiming to mitigate both visual and landscape impacts wherever possible. This includes consideration of slanted or truss columns on the Debris Flow Shelter (DFS) and whether the roof of the structure can include some form of natural low-level planting or grass. In addition, we are currently preparing an EIAR which includes specific assessments relating to both visual and landscape impacts. This assessment will determine whether there are any significant impacts as a result of the proposed scheme, whilst also identifying specific mitigation measures relating to both the construction and operational phases. With respect to the roof angle of the DFS. This was determined through an assessment of how debris material and water moved across the structure, particularly with respect to the impact it may have on the resilience of the structure, downstream slope stability and water environment. Furthermore, it is noted that investigations into both fire and smoke modelling have influenced the DFS structure and in particular the angle of the roof to improve its safe operation. In relation to the potential water runoff and formation of ice within the DFS. The ongoing DMRB Stage 3 design development work has considered these issues with proposals in place to mitigate impacts on the water environment, including sustainable drainage proposals, including sustainable drainage systems. The section of the A83 within the DFS would be subject to the same winter maintenance regime as the rest of the trunk road network, with no intention to heat the structure. As part of the ongoing DMRB Stage 3 Assessment, we are considering what materials can be used on the roof of the DFS. The most important aspect of this decision will be to ensure that the roof includes compressible fill material (e.g. similar in composition to sand) in order to act as a 'cushion' for the concrete structure during any potential landslide or boulder fall. The material on the roof also needs to be capable of supporting maintenance vehicles during the clear-up operation of material from the catch pit following a landslide event. In addition to the structural considerations, we are also considering whether the roof can include some form of natural low-level planting or grass in order to mitigate the landscape and visual impacts of the structure to try and integrate it into the surrounding environment as much as possible.

Reference	Feedback	Response
		No decision has been made on the roof material and appearance and this will be confirmed in due course. We are also progressing a programme to establish native woodland on the hillside above the road to help reduce the risk of landslides in the area whilst also enhancing local biodiversity and habitat connectivity. The scheme required Transport Scotland to acquire the necessary land before working in partnership with Forestry and Land Scotland to plant native trees of local provenance on the steep hillside. Deer fencing was installed in 2021, and tree planting commenced in March 2022. The planting is now complete, some 250,000 trees have been planted, and longer-term monitoring and management operations are underway. The emerging car park design includes a revised connection from the car park to the B828 Glen Mhor local road and also includes access to an improved junction layout to and from the A83. The updated layout improves safety through a reduction in the number of junctions and conflicts between traffic (as well as improving visibility for road users) and improves the bus stop and bus turning facility (improving the gradient and integrating the bus stop within the car park). Design development of the car park layout as well as the need to accommodate a temporary diversion route via the OMR is ongoing and will be finalised in due course. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_089	1) Can we get a car park at the bottom? Perhaps in association with the roof access road. Walking up to the rest and be thankful could be popular! 2) Please make the whole route two way. The only reason for a holdup should be for oversized vehicles. 3) Looks great and should be done already! Shame the tunnel will stop us seeing the hills on one side. Could the road be widened to allow a slow lane? This could assist lorries but also allow tourists to go slower to enjoy the views whilst through traffic could continue unimpeded. Are there lanes for cyclists and active travel? 4) Visitor centre at top is needed to showcase wider Argyll area and Islands. A restaurant with views is needed plus a cafe with takeaway facilities. Nature trails and walkways should be available at the top. More car parking spaces plus EV charging should be installed. Plenty of space for tour coaches to stop plus for regular public transport.	Thank you for the feedback you provided following the public engagement events held in earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website.

Reference	Feedback	Response
		Please see below a response to your feedback. We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the Old Military Road (OMR), as identified on the information boards displayed at the engagement events. The emerging car park design at the Rest and Be Thankful viewpoint includes a revised connection from the car park to the B828 Glen Mhor local road and also includes access to an improved junction layout to and from the A83. The updated layout improves safety through a reduction in the number of junctions and conflicts between traffic (as well as improving visibility for road users) and improves the bus stop and bus turning facility (improving the gradient and integrating the bus stop within the car park). Design development of the car park layout as well as the need to accommodate a temporary diversion route via the OMR is ongoing and will be finalised in due course. As the roof of the Debris Flow Shelter (DFS) will be used as maintenance access there are no plans to include active travel provisions such as a walking route on the roof of the shelter. As the Long-Term Solution (LTS) is predominantly on the existing A83 road, there will be a requirement for temporary traffic management for road users during the full construction period, currently estimated to be three to four years. This will include traffic light operation and potentially considerable periods of full closures of the A83 where the Old Military Road (OMR) will be required to be in operation extensively during the construction period. As part of the assessment to develop a more resilient temporary diversion route through Glen Croe, three options were considered, including an option for two-way traffic (further information on the three options can be found on the A83 Story Map – Medium-Term Solution - Assessed Options). Following the assessment of the three options, in December 2022, a proportionate programme of improvements to the OMR was announced as the preferred option for the MTS which will not only improve its safety and resilience as a diversion route, but also improve the operation by extending the length of two-way operation, reducing journey times. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. Full details of the assessment to support the selection of the preferred option for the MTS can be found on the Transport Scotland Website. Further work is currently being undertaken as part of the DMRB Stage 3 Assessment which consists of a more detailed design of the preferred route. It will consider the potential construction sequencing, with a key area of focus to reduce the impact of potential disruption to road users during construction.

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		In line with the Scottish Government's vision to promote active travel in 'A Long-Term Vision for Active Travel 2030', which can be found at https://www.transport.gov.scot/media/33649/long-term-vison-for-active-travel-in-scotland-2030.pdf ', and the 'Cycling by Design' guidance document which can be found at Cycling by Design Update 2021 (transport.gov.scot), suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects. Cyclists will be able to travel through the DFS on the existing road similar to the rest of the A83 Trunk Road. There will be a walkway alongside the DFS for maintenance and evacuation purposes however it will not be open to pedestrians or cyclists as there is no connecting cycle path or walkway currently on the A83. We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR). With regards to passing cyclists or slow-moving road users in the DFS, it is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, will include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users. It is noted that traffic volumes on the route and the proportion of HGVs are not considered sufficient to justify provision of a slow lane through the DFS. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_090	1) Fantastic 2) Great 3) Brilliant design. Same as they use in the Alps for decades and has worked well. 4) Great. It's badly needs upgraded.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year.

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		The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_091	1) It is about time this happened. All around the world this is the chosen solution to the problem. Just a shame that transport Scotland spent millions and millions of pounds doing the wrong thing. 2) Pointless 3) Doesnt matter. Do what is required 4) Does not look like there is any changes to the car park. Concentrate on sorting the road.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. The emerging car park design includes a revised connection from the car park to the B828 Glen Mhor local road and also includes access to an improved junction layout to and from the A83. The updated layout improves safety through a reduction in the number of junctions and conflicts between traffic (as well as improving visibility for road users) and improves the bus stop and bus turning facility (improving the gradient and integrating the bus stop within the car park). Design development of the car park layout as well as the need to accommodate a temporary diversion route via the Old Military Road (OMR) is ongoing and will be finalised in due course.

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		We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_092	1) A tunnel or shelter system as shown in the video would be suitable 3) Having a "live" roof with plants would be nice in both an ecological sense and from a design point. 4) a) never used it b) weight has to be given about this providing too much of a traffic hotspot - solutions should be focussed on keeping traffic moving with minimal disruption and turning this into a tourist hotspot may affect that. Please don;t fix one solution only to break it with something that isn;t necessary.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. As part of the ongoing DMRB Stage 3 Assessment, we are considering what materials can be used on the roof of the Debris Flow Shelter (DFS). The most important aspect of this decision will be to ensure that the roof includes compressible fill material (e.g. similar in composition to sand) in order to act as a cushion for the concrete structure during any potential landslide or boulder fall. The material on the roof also needs to be capable of supporting maintenance vehicles during the clear-up operation of material from the catch pit following a landslide event. In addition to the structural considerations, we are also considering whether the roof can include some form of natural low-level planting or grass in order to mitigate the landscape and visual impacts of the structure to try and integrate it into the surrounding environment as much as possible. No decision has been made on the roof material and appearance and this will be confirmed in due course. The emerging car park design includes a revised connection from the car park to the B828 Glen Mhor local road and also includes access to an improved junction layout to and from the A83. The updated layout improves safety through

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		a reduction in the number of junctions and conflicts between traffic (as well as improving visibility for road users) and improves the bus stop and bus turning facility (improving the gradient and integrating the bus stop within the car park). We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_093	1) This looks great and the case for it is obvious. Will you replant native trees on the hillside to act as a break and minimise erosion? 2) 1. Should there be some emergency lay-bys in case of vehicle breakdowns.? It's a long structure so I can just imagine the tailbacks on both sides if a vehicle breaks down and traffic has to stop to get around it. I don't know if it's feasible to provide lay-bys on both side by 'digging' into the hillside. 2. Will there be recovery vehicles somewhere to respond quickly in case of breakdown? 3. What will happen to the old military road? Is it going to be resurfaced and used as an emergency access or alternative route? Could it be used as a cycle route? 3) I don't think you have a choice, short of digging a tunnel (expensive and probably un feasible) or rerouting which would be highly inconvenient for local communities. Could the roof be planted with low level plants to improve merging with surrounding landscape? 4) Picnic tables and a shelter would be nice.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. As part of the ongoing DMRB Stage 3 Assessment, we are actively exploring options to deliver Natural Capital and Bio-diversity Net Gain benefits. These include consideration of woodland creation, improvements to watercourses and provision of active travel routes. We are also progressing a programme to establish native woodland on the hillside above the road to help reduce the risk of landslides in the area whilst also enhancing local biodiversity and habitat connectivity. The scheme required Transport Scotland to acquire the necessary land before working in partnership with Forestry and Land Scotland to plant native trees of local provenance on the steep hillside. Deer fencing was installed in 2021, and tree planting commenced in March 2022. The planting is now complete, some 250,000 trees have been planted, and longer-term monitoring and management operations are underway.

Reference	Feedback	Response
		As part of the ongoing DMRB Stage 3 Assessment, we are considering in detail what procedures need to be in place within the Debris Flow Shelter (DFS) in the event of a breakdown or fire. We are actively engaging with and consulting emergency services in order to better understand their response to such an event. This includes consideration of a response to a fire within the structure. Going forward, we will continue to develop proposals in line with the emerging design and in accordance with relevant design standards and legislation. This will include consideration of how to prevent incidents, how to detect incidents, how to raise awareness of incidents, how to limit the consequences of an incident, how to respond effectively to incidents and how to operate and maintain the structure under normal conditions. With respect to emergency layby provisions within the extent of the DFS, it is not considered necessary to include such facilities as the road within the DFS will be 9.3m wide, will include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users. Other aspects under ongoing investigation include both fire and smoke modelling work and a lighting assessment, to determine what daytime, night-time and emergency lighting is required within the structure. Opportunities to utilise the Old Military Road (OMR) and other existing routes are being considered as part of this assessment. We are also considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the OMR, as identified on the information boards displayed at the public engagement events. In relation to the roof of the DFS, consideration is being given to what materials can be used. The most important aspect of this decision will be to ensure that the roof includes compressible fill material (e.g. similar in composition to sand) in order to act as a cushion for the concrete structure during any potential landslide or boulder fall. The material on the roof also needs to be capable of supporting maintenance vehicles during the clear-up operation of material from the catch pit following a landslide event. In addition to the structural considerations, we are also considering whether the roof can include some form of natural low-level planting or grass in order to mitigate the landscape and visual impacts of the structure to try and integrate it into the surrounding environment as much as possible. No decision has been made on the roof material and appearance and this will be confirmed in due course. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com

Reference	Feedback	Response
		Thank you for your interest in the scheme.
A83RABT_094	1) Does genuinely seem to provide a long term solution, but the principle that the shelter would be cheaper that rerouting the road to the south side of the valley, in the forestry, does not seem believable. The lack of mention of cycling or walking provision is disappointing. E.g. Would the shelter be lit and/or have a shoulder that could be used for cycling? Would the OMR be available for (unobstructed) walking and cycling? In short, cycling and walking should be considered and catered for. 2) Upgrading and widening of OMR is a good idea. 3) The Glen is not particularly natural as it is, with plantations in the south and overgrazing elsewhere. Thought should be given to natural regeneration and reducing deer numbers	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. The key reasons to support the debris flow shelter (DFS) as the preferred route option are that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Full details of the DMRB Stage 2 Assessment which led to the preferred option, cost information and breakdown, as well as details of all the options, including the Green Option on the other side of the Glen, can be found using the link provided above or on the A83 Story Map – Road Alignment Design Development - Additional Information (arcgis.com). As part of the ongoing DMRB Stage 3 Assessment, we are undertaking a lighting assessment in order to better understand what daytime and night-time lighting is required within the DFS. This takes account of the potential “strobe” effect and the change in light on both entry and exit from the structure. This work also takes account of the different column arrangements under consideration (e.g. vertical columns or slanted, truss columns). In line with the Scottish Government’s vision to promote active travel in ‘A Long-Term Vision for Active Travel 2030’, which can be found at https://www.transport.gov.scot/media/33649/long-term-vison-for-active-travel-in-scotland-2030.pdf ‘, and the 'Cycling by Design' guidance document which can be found at Cycling by Design Update 2021 (transport.gov.scot), suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects. Cyclists will be able to travel through the DFS on the existing road similar to the rest of the A83 Trunk Road. There will be a walkway alongside the DFS for maintenance and evacuation purposes however it will not be open to pedestrians or cyclists as there is no connecting cycle path or walkway currently on the A83.

Reference	Feedback	Response
		We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR). With regards to passing cyclists or slow-moving road users in the DFS, it is important to note that the Highway Code states that vehicles are allowed to cross a solid white line where there are stationary or slow-moving road users including cyclists, horse riders or maintenance vehicles travelling at 10mph or less, where it is safe to do so. This applies to cyclists travelling in the DFS and along the rest of the A83 Trunk Road. Additionally, the road within the DFS will be 9.3m wide, will include two 3.65m lanes and 1m hardstrips with 2.5m wide verges. This road width is wider than the existing A83 and will aid the passing of slow-moving road users. We are currently considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the Old Military Road (OMR), as identified on the information boards displayed at the engagement events. Opportunities to utilise the OMR and other existing routes are being considered as part of this assessment. We are also progressing a programme to establish native woodland on the hillside above the road to help reduce the risk of landslides in the area whilst also enhancing local biodiversity and habitat connectivity. The scheme required Transport Scotland to acquire the necessary land before working in partnership with Forestry and Land Scotland to plant native trees of local provenance on the steep hillside. Deer fencing was installed in 2021, and tree planting commenced in March 2022. The planting is now complete, some 250,000 trees have been planted, and longer-term monitoring and management operations are underway. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_095	1) Happy with it as long as there are no delays and we don't have to wait even longer. 2) Fine with it. 3) I like the look of it. I'll still be able to see the view while driving through it. 4) a) Ok but could be better. b) Benches + toilets would be good.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route.

Reference	Feedback	Response
		The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. The next step for the scheme which is the detailed design and assessment of the preferred option is progressing at pace and will conclude with the publication of draft Orders for comment, currently expected by the end of this year. Progress following the publication of draft Orders will depend on the level and nature of any representations, including objections, to the published draft Orders. As with all our infrastructure projects, construction of the Long-Term Solution (LTS) can only commence if it is approved under the relevant statutory authorisation process and thereafter a timetable for construction can be determined in line with available budgets. The emerging car park design includes a revised connection from the car park to the B828 Glen Mhor local road and also includes access to an improved junction layout to and from the A83. The updated layout improves safety through a reduction in the number of junctions and conflicts between traffic (as well as improving visibility for road users) and improves the bus stop and bus turning facility (improving the gradient and integrating the bus stop within the car park). Design development of the car park layout as well as the need to accommodate a temporary diversion route via the Old Military Road (OMR) is ongoing and will be finalised in due course. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_096	A swift solution is essential. 1) Long term solution. I think this should be a tunnel. Is it absolutely certain that the roof of the shelter will be strong enough to resist the impact of the enormous boulders that come crashing down from a great height during landslides? There's no point in building this if it's not. A tunnel would avoid any risk of a heavy boulder damaging the roof. Does the debris flow shelter cover all the points on the road which have been hit by a landslide? I note that the A83 will be closed for a "considerable" period while the debris flow shelter is being constructed. This is very concerning. Can you please be more specific? Building a tunnel would presumably avoid a long closure of the road. 2) Medium Term Solution. This should be two lanes for as much of the road as is possible.	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year.

Reference	Feedback	Response
	4) Car park. There must be enough parking spaces so that on a busy day all can park safely. There must be enough parking for touring coaches so that they don't use the bus stop. Traffic Regulation Orders to prevent this are not enforceable in practice because traffic wardens rarely pass here. The bus stop should be close to the road, and its location and access should be discussed with the bus companies so that they agree to use it in the winter months. They refuse to use it during winter months at present. I believe that is because they do not regard the gradient and sharp turn on the access road as safe in icy weather. Regards, [Redacted]	The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. A number of options, including two featuring tunnels, were considered as part of the DMRB Stage 2 Assessment. These options looked to mitigate the most at risk area at the Rest and Be Thankful, however, we are aware that there have been landslides elsewhere on the A83 Trunk Road, such as at Glen Kinglas in October 2023. For over 15 years, the Scottish Road Network Landslide Study has guided how landslide risks are managed across the whole of the trunk road network, including the wider A83 Trunk Road beyond the Rest and Be Thankful. Depending on the records and location-specific issues, this has seen risk reduction measures implemented such as warning signage erected, mitigation schemes constructed or regular monitoring. This approach continues and the October 2023 events, when heavy and persistent rainfall caused major impacts on the trunk and local road networks, with significant disruption across Argyll, feed into ongoing work for the safe operation of the A83. The key reasons to support the Debris Flow Shelter (DFS) as the preferred route option are that it achieves the scheme objectives of improving resilience and operational safety of the trunk road network. In addition to being the most favourable of all options across a broad range of environmental criteria, whilst having the greatest potential to be delivered quickly and providing the greatest opportunity to encourage sustainable travel. Information on why the DFS and catch pit, on the line of the existing A83, have been identified as the preferred route for the proposed scheme can be found in the DMRB Stage 2 Report. As part of the ongoing DMRB Stage 3 Assessment, detailed structural and geotechnical modelling has been undertaken to explore all potential loading conditions and scenarios which could be encountered as a consequence of a landslide event. This work has confirmed that the DFS is capable of withstanding the significant and variable loading conditions. Furthermore, we are considering what materials can be used on the roof of the debris flow shelter. The most important aspect of this decision will be to ensure that the roof includes compressible fill material (e.g. similar in composition to sand) in order to act as a cushion for the concrete structure during any potential landslide or boulder fall. The material on the roof also needs to be capable of supporting maintenance vehicles during the clear-up operation of material from the catch pit following a landslide event. In addition to the structural considerations, we are also considering whether the roof can include some form of natural low-level planting or grass in order to mitigate the landscape and visual impacts of the structure to try and integrate it into the surrounding environment as much as possible. No decision has been made on the roof material and appearance and this will be confirmed in due course.

Reference	Feedback	Response
		The six-metre-wide catch pit is proposed to run parallel to the DFS and the Debris Flow Protection Wall (DFW). The catch pit's main function is to capture material arising from landslides and rockfall events within Glen Croe, mitigating direct impacts to the DFS and DFW. By providing the catch pit parallel to the DFS and DFW, this allows the landslip and rockfall material to be cleared up following an event. The clear up operation will include the material being excavated by a construction plant (e.g. excavators and dumper trucks) situated on the roof of the DFS. A maintenance access track at the southern end of the DFS provides access to the roof for maintenance operatives. This approach thereby allows traffic to continue running on the A83 during and after a landslide event. As the Long-Term Solution (LTS) is predominantly on the existing A83 road, there will be a requirement for temporary traffic management for road users during the full construction period, currently estimated to be three to four years. This will include traffic light operation and potentially considerable periods of full closures of the A83 where the Old Military Road (OMR) will be required to be in operation extensively during the construction period. The improvements to the OMR as part of the MTS will deliver a safe, proportionate and more resilient diversion route when the A83 is closed. The interventions will be in place prior to the construction of the LTS and reduce disruption to road users during the construction of the DFS. These improvements will not only improve its safety and resilience as a diversion route, but also improve the operation by extending the length of two-way operation, reducing journey times. The two-way operation will cover the southern end of the OMR only, due to the topography and tight bends at the northern end this will remain single lane. Once the MTS has been implemented, average journey times are anticipated to reduce by one third (approximately ten minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term construction of the proposed scheme. Full details of the assessment to support the selection of the preferred option for the MTS can be found on the Transport Scotland Website. Further work is currently being undertaken as part of the DMRB Stage 3 Assessment which consists of a more detailed design of the preferred route. It will consider the potential construction sequencing, with a key area of focus within the DMRB Stage 3 Assessment to reduce the impact of potential disruption to road users during construction. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities at the Rest and Be Thankful Car Park and Viewpoint. Consideration of facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. The emerging car park design includes connecting the car park to the B828 Glen Mhor local road and also includes access to an improved junction layout to and from the A83. The updated layout improves safety through a reduction in

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		the number of junctions and conflicts between traffic (as well as improving visibility for road users) and improves the bus stop and bus turning facility (improving the gradient and integrating the bus stop within the car park). Design development of the car park layout as well as the need to accommodate a temporary diversion route via the OMR is ongoing and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.
A83RABT_097	1) would like to see access gates provided on the OMR to all safe travel for all vulnerable road users. Bridle gates with stockmens long handles and self closing latches are preferable 2) As per above for the safety of vulnerable road users. Bridle gates with stockmen long handles on the OMR 3) None intrusive gates and handles. 4a+b) Toilets and food purchasing opportunities along with bins for rubbish. The bins need to be recycle	Thank you for the feedback you provided following the public engagement events held earlier in the year. Transport Scotland will use your feedback to help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. We aim to conclude this work with the publication of draft Orders and an Environmental Impact Assessment Report by the end of this year. The Scottish Government 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 connectivity of this vital route. The information presented at the public engagement events can be found on the Transport Scotland Website. Please see below a response to your feedback. Opportunities to utilise the Old Military Road (OMR) and other existing routes are being considered as part of this assessment. Your comments regarding access gate arrangements are noted. We are developing the proposed scheme design to incorporate sustainable travel facilities including bus, walking, cycling, wheeling and horse-riding facilities, wherever possible. This includes preparation of a DMRB Walking, Cycling and Horse-Riding Assessment (WCHAR). We are also considering opportunities for an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry tracks on the lower slopes of Ben Donich, to the west of the OMR, as identified on the information boards displayed at the public engagement events. We have been engaging with Argyll and Bute Council, Forestry and Land Scotland, Loch Lomond and The Trossachs National Park as well as bus operators in relation to the possibility of various opportunities, including toilets at the Rest

Reference	Feedback	Response
		and Be Thankful Car Park and Viewpoint. Consideration of such facilities are under review as part of the ongoing DMRB Stage 3 Assessment and will be finalised in due course. To keep up to date with future developments on the scheme please visit the A83 Story Map. If you require any further information, please email A83@WSP.com Thank you for your interest in the scheme.