



TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA

A83 Rest and Be Thankful

MEDIUM-TERM SOLUTION

Draft Orders Public Exhibitions



To view the A83
Virtual Room
scan the QR code

Welcome

Welcome to this public exhibition for the A83 Rest and Be Thankful Medium-Term Solution (MTS) scheme.

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

In March 2024, public engagement events were held to give local communities and road users an update on the progress towards delivering the MTS.

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

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

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



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



View of Glen Croe looking southeast towards The Cobbler



Scheme objectives

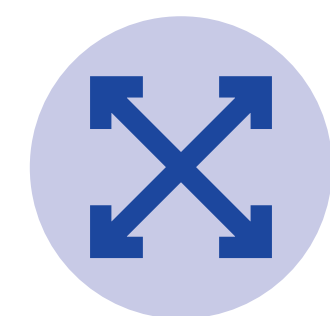
In addition to the development of a permanent LTS to address the landslip and debris flow risk to the A83 Trunk Road, MTS interventions are proposed to the existing Old Military Road (OMR) which runs in parallel to the A83 Trunk Road.

The MTS will deliver a safe, proportionate and more resilient diversion route along the OMR when the A83 is closed, reducing the likelihood of long diversions. The interventions will also reduce disruption to road users during the construction of the LTS (Debris Flow Shelter (DFS)).

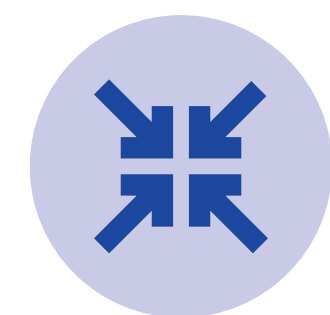
The MTS scheme objectives are to:



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; and



Reduce the likelihood of accidents on a temporary diversion route.



Aerial image of A83 Trunk Road and OMR looking southeast

Scheme assessment

The development and assessment process considered a range of options within Glen Croe. These included options on or close to the existing OMR as well as options located completely offline. Alternative options also considered the southern slopes of Glen Croe including upgrading the existing forestry track.

Following the conclusion of the medium-term option assessment in December 2022, the then Minister for Transport announced the preferred option for the MTS as interventions to the OMR.

The subsequent MTS scheme assessment has followed a proportionate equivalent level of assessment to that required at Design Manual for Roads and Bridges (DMRB) Stage 3. This includes the following considerations:

- Topography and alignment
- Geology and geomorphology
- Structures
- Drainage and flooding
- Constructability
- Environmental
- Need for third party land
- Safety
- Operation
- Traffic and economics
- Construction timeline
- Programme to procurement



Design development

The Proposed Scheme aims to deliver a safe, proportionate and more resilient diversion route along the OMR when the A83 Trunk Road is closed due to landslip and debris flow risk. Once the MTS has been implemented, average journey times along the OMR diversion route are anticipated to reduce by one third (approximately ten minutes).

The proposed interventions to the OMR introduce a number of targeted and discrete improvements to help achieve the scheme objectives. These include:

- Widening of the existing single-track OMR over a length of 1.4km to provide a total two-way carriageway length of 2.1km;
- Targeted widening at three sharp bends and Bridge B (shown below) at the northern end of Glen Croe to aid movement for larger vehicles;

- Installation of a new proprietary structure at Croe Water to facilitate two-way operation;
- Improved drainage throughout the widening works;
- Improved access provisions for walkers, cyclists and horse-riders;
- New earthworks bunds and extension of the existing HESCO barrier by approximately 150m; and
- Improvement of 19 existing culverts and installation of two new culverts.



Environmental impact assessment

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

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

- The location of the MTS within the boundaries of the Loch Lomond and The Trossachs National Park and the potential for impacts to the Special Landscape Qualities;
- Designing the MTS to account for sensitive surface water features and the presence of protected species;
- Impacts to walkers, cyclists and horse-riders during the construction and operation of the MTS;
- Impacts to the operation of agricultural holdings; and
- The potential for biodiversity net gain and natural capital enhancements.



View along the OMR within Glen Croe looking northwest



Croe Water

Draft Orders and CPO

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

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

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

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

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



View of Glen Croe and northern end of OMR looking southeast

Construction

Construction of the MTS scheme can only start following completion of the statutory process and the timetable for construction will be determined at that stage. The construction works are currently expected to take approximately one year to complete, weather depending.

Key considerations of the construction process are as follows:

- Construction will be focused on the OMR with minimal impact to the A83 Trunk Road.
- Works will be phased to minimise the overall construction duration.
- Where possible, works will be undertaken such that construction activities can temporarily cease at short notice should mobilisation of the OMR as an emergency diversion route be required.
- Movement of construction plant and materials to the OMR and above the A83 will be planned to minimise disruption.
- Traffic management measures and speed restrictions may be implemented for the safety of construction workers and road users.
- Minimising disruption to the travelling public and affected parties.

The construction work for Phase 1 of the MTS, to construct a new southern link road between the A83 and OMR, was completed in Spring 2024. In addition, MTS works to install debris catch fences above the A83 will be taken forward as a separate construction package on the basis that these works are located on land already owned by Scottish Ministers.

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



What happens next?

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

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

Should there be objections to the draft Orders and EIAR which cannot be resolved, there may be the need to hold a Public Local Inquiry (PLI) before the scheme can proceed. Progress after this formal consultation period will depend on the representations received on the draft Orders and EIAR.



Visualisation of OMR interventions, including the extension of two-way widening, earthworks bund and the extension of the HESCO barrier

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

Director of Major Projects

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

Or by email to:

A83DraftOrders@transport.gov.scot



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



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