

Minutes of the 26th A83 Taskforce Meeting
22 May 2024, 13:00pm – 14:30pm
Hybrid Meeting, Three Villages Hall, Arrochar/MS Teams

Attendees

In-person

Fiona Hyslop MSP (FH) – Cabinet Secretary for Transport
Craig Peaston (CP) – Private Secretary to the Cabinet Secretary for Transport
Lawrence Shackman (LSh) – Transport Scotland
Gordon Ramsay (GR) – Transport Scotland
Gavin Dyet (GD) – Transport Scotland
Tanya Waaser (TS) – Transport Scotland
Rory Gunn (RG) – AtkinsRealis WSP Joint Venture (AWJV)
Chris Southwell (CS) – AWJV
Caroline Trainer (CT) – AWJV
Eddie Ross (ER) – BEAR Scotland
Mike Baxter (MB) – BEAR Scotland
Gordon Ross (GRo) – Western Ferries
John Gurr (JG) A83 Rest and Be Thankful (RaBT) Campaign Group
Councillor Maurice Corry (MC) – Argyll and Bute Council

Online

James Porteous (JP) – Transport Scotland
Martin Polland (MP) – Transport Scotland
Scott Lees (SP) – Transport Scotland
Duncan Hamilton (DH) – AWJV
Alan Bell (AB) – Loch Lomond and the Trossachs National Park
Ariane Burgess MSP (AB) – Scottish Parliament
Cathy Craig (CC) – Wild About Argyll
Councillor Dougie Philand (DP) – Argyll and Bute Council
Councillor John Armour (JA) – Argyll and Bute Council
Councillor Jennifer Kelly (JK) – Argyll and Bute Council

Duncan Macalister (DM) – National Farmers Union Scotland's (NFUS) Argyll & the Islands

Gavin Dick (GD) – Inveraray Jail

Gemma Corbett (GC) – Parliamentary Assistant to Rhoda Grant MSP

Jane MacLeod (JM) – Mid Argyll Chamber of Commerce

Jim Smith (JS) – Argyll and Bute Council

Jonathan Walker (JW) – Logistics UK

Keir Low (KL) – Constituency Assistant to Jenni Minto MSP

Lucy Sumsion (LS) – National Farmers Union Scotland

Martin Reid (MR) – Road Haulage Association

Morag Goodfellow (MG) – Highlands and Islands Enterprise

Neil Hunter (NH) – Caledonian MacBrayne

Neil MacRae (NM) – HiTRANS

Nicholas Sobey (NS) – Highlands and Islands Enterprise

Peter McKerral (PM) – Peter McKerral & Co Ltd

Ranald Robertson (RR) – HiTRANS

Rhoda R Grant (RG) MSP – Scottish Parliament

Tim Eagle MSP (TE) – Scottish Parliament

Tracy Carmichael (TC) – Scottish Parliament

Apologies

Douglas Ross MSP

Edward Mountain MSP

Jackie Ballie MSP

Councillor Jim Lynch

Kevin McIntosh (Argyll and Bute Council)

Jillian Brown (Argyll and Bute Council)

John Hair (Forestry and Land Scotland)

Martin Bell (Road Haulage Association)

Pippa Milne (Argyll and Bute Council)

Gordon Watson (Loch Lomond & Trossachs National Park)

Agenda

1. Welcome, introduction and apologies
2. Actions from previous meeting
3. BEAR Scotland update on mitigation and current conditions of the hillside
4. Update on progress of medium and long-term solutions
5. General discussion and AOB; including points raised by A83 RaBT Campaign Group:
 - Given the safety concerns and lane closures on the RaBT due to high risk of landslides, plus the extended use of the OMR during construction, we would like to have a debate on the suitability of this solution going forward.
 - We would like to understand why there are lane restrictions and a convoy taking people through the RaBT currently.
 - We would like to discuss the number of roadworks on the A83, especially where no activity is taking place or where there are night closures with amnesties that you have no chance of meeting when they are running at the same time.
 - Communication feedback.
6. Summary, date of next meeting and actions

1) Welcome extended to all attendees by the Cabinet Secretary for Transport Fiona Hyslop MSP (FH)

FH welcomed everyone to the 26th meeting of the A83 Taskforce, which was a hybrid meeting held from the Three Villages Hall in Arrochar with members also joining virtually.

FH expressed her sadness on the passing of Councillor Robin Currie and passed on her sympathies to his family, friends and colleagues.

FH invited attendees in the room to introduce themselves and noted that apologies would be included in the minute.

FH informed the group that positive engagement with stakeholders will continue through the Taskforce, and reaffirmed the Scottish Government's ongoing commitment to Argyll and Bute to ensure the A83 is open for business. FH noted the importance of the A83 and its connection to the communities and corridors in the Argyll and Bute area and also that the Rest and Be Thankful (RaBT) needs a solution for those directly impacted when the A83 is cut off.

FH outlined the next steps which includes the detailed design and assessment of the preferred option, which is progressing at pace, and will conclude with the publication of draft orders which are expected to be published by the end of this year. FH added that progress thereafter this depends on any representations including any objections. FH reiterated that the delivery of the permanent long term solution (LTS) is a priority and we will continue to seek to deliver that as quickly as possible.

FH confirmed that the Scottish Government is pushing forward with the Medium Term Solution (MTS) improvements to the Old Military Road (OMR) to create a more resilient diversion route until the LTS is in place and confirmed she will be visiting the area after today's meeting.

FH outlined Phase one works commenced in December and construction of the new link road is expected to be completed in the coming weeks, with the next phase expected to commence later this year.

FH added that significant ground investigation work for the MTS has commenced on site and a separate ground investigation contract for the LTS will be awarded shortly. The information obtained from these investigations will inform the ongoing design work which continues at pace.

2) Actions from previous minutes

FH discussed the actions from the previous minutes:

Action 1: Transport Scotland to consider an agenda item on water saturation at a future Taskforce meeting.

- Gordon Ramsay (GR) noted that today's Taskforce will largely focus on the constructability of the LTS (Action 5), however, we will consider including water saturation as an agenda item at a future meeting.

Action 2: Transport Scotland and BEAR Scotland to specifically raise the matter of correct messaging with the relevant media outlet(s).

- GR confirmed that Transport Scotland and BEAR Scotland have met with the media outlets, including the BBC and STV, to reinforce the need for messaging to be correct. GR added that Transport Scotland will continue to monitor the messaging which has been changed to advise the public that "The RaBT is open via the Old Military Road".

Action 3: Transport Scotland / AWJV to consult with bus operators and other key stakeholders regarding the design development of the bus turning area.

- GR confirmed that Transport Scotland/AWJV have met with West Coast Motors and Garelochhead Coaches to discuss the bus turning area at the RaBT. GR added that engagement with other stakeholders is ongoing, and feedback is being collated following the conclusion of the feedback period for the recent public engagement events, which ended on 10 May.

Action 4: Transport Scotland to share details of upcoming engagement events with Taskforce members to help promote the details of these events with their networks (details to be provided in due course).

- GR confirmed details of the public engagement events held in March 2024 were shared with A83 Taskforce members on 6 March and published across TS social media channels / website.

Action 5: Transport Scotland / AWJV to update the Taskforce on traffic operation and disruption during construction at the next meeting.

- GR informed attendees that this action would form part of today's presentation.

Action 6: Taskforce members to help shape the agenda content going forward by sending a note sufficiently in advance of the meetings for particular topics / agenda items they wish to be covered.

- FH acknowledged that JG sent in a list of questions ahead of the meeting and hopefully others will continue to do so.

Action 7: Transport Scotland and AWJV to give consideration to the introduction of toilets at the RaBT viewpoint car park when developing the design.

- GR noted that there has been a number of engagements with stakeholders on this topic and also following the public engagement events which will form part of today's presentation.

Action 8: BEAR Scotland to update Cllr William Sinclair with respect to any future maintenance works in Arrochar.

- GR confirmed BEAR Scotland provided an update to Cllr Sinclair the following day after the meeting.

Action 9: Transport Scotland and BEAR Scotland to review and give feedback to the Taskforce on the overturned vehicles in December 2023.

- Eddie Ross (ER) confirmed only Police Scotland have the powers to close a road, and in relation to the overturned lorries Police Scotland took the decision to keep the A83 closed until weather conditions improved sufficiently that the lorries could safely be recovered. The road was reopened as soon as it was safe to do so. He added that since the event there has been another overturned lorry at Loch Restil and Transport Scotland has asked BEAR to develop a wind management plan and upgrade the weather station in-situ.

FH noted that for those that missed the start of the meeting, a summary of actions will be circulated. FH then asked attendees if there are any issues from the actions discussed. No response was given.

3) BEAR Scotland update on current mitigation and current conditions of the hillside followed by open discussion.

ER introduced himself as Scheme Manager for the RaBT with BEAR Scotland. ER presented slides which included an update on the hillside monitoring at the RaBT, the work with Forestry Land Scotland, improvements at Glen Kinglas and Aray Bridge and on the wider programme for the A83 and A82.

A copy of the slides can be found in **Annex A**.

FH thanked ER for his presentation which provided a valuable update to confirm the efforts to ensure the A83 remained open.

JG asked why there was Traffic Management (TM) currently in place on the A83 and what was the purpose of the trailer loaded with fencing. ER confirmed that the TM is in place due to movement on the Beinn Luibhean slopes and to ensure the safety of

road users. The fence on the trailer is to protect road users from any rocks and boulders which may be dislodged.

Cllr Maurice Corry (MC) asked what the crack above the green arrows was on the slide (slide no.4). ER confirmed it to be a tension crack, an evolving natural feature. MC asked how they will stop it. ER stated that they wouldn't stop it but survey monitoring is ongoing, and they are planning to put in a fence between the major channels, similar to other fences already installed, to prevent any material reaching the road.

ER confirmed that they have stabilised the boulders and the new fencing will be procured and constructed, with the aim being to remove the TM by the Autumn. ER added that other work relating to the MTS (Phase 1) link road is nearly complete which will address the historic flooding issues at this location.

MC asked why the OMR can't be made wider further up the road. ER noted that this is part of the MTS work which AWJV will be covering later.

Lucy Sumsion (LS) asked, regarding the area of hillside currently subject to traffic management, as to why the traffic management extends for significant lengths beyond the area of slippage and if it can be removed during periods of better weather, which we have had for the last few weeks. ER confirmed that BEAR Scotland wish to avoid stationary, queuing traffic within these extended areas due to the wider hillside risks and want to keep traffic moving along those sections in a safe manner.

FH enquired as to why work to establish the new fence would take as long as indicated over the key summer months and if there was any way to bring it forward. ER confirmed that the process is already fast tracked to minimise impacts on road users, noting that this timescale includes design, procurement and an estimated two months construction period.

John Gurr (JG) reiterated a key focus of the A83 RaBT Campaign Group is to keep a two way road open as much as possible. Over the last 4 years the road has been under traffic management more than it has not. Is there any way that some of the fencing can be maintained so that it keeps the road open? ER responded that a lot of the work revolves around installing foundations into the bedrock, which is 12m deep in places, and the two month lead in time is realistic.

JG asked about timing of works and traffic management coming up to summer where traffic increases, noting the time it takes to get through the traffic lights. JG acknowledged the good investment in the A83 but noted concern around concurrent road closures. ER noted that for the trunk road network in Scotland they do apply amnesty periods to allow people through, noting other organisations elsewhere in the UK do not and simply close the road.

JG noted that the work they are doing with overnight roadworks is brilliant with respect to keeping businesses moving. FH said that it was good to hear the feedback as the A83 is distinct and needs special attention, there is a balance between responsiveness and also safety with a common-sense approach for drivers.

JG noted that often there are traffic lights on the road and nothing appears to be happening. ER acknowledged and confirmed lights are not in place without reason and in these situations there will be a technical reason and/or utility works which are outwith BEAR Scotland's control.

FH noted that communication was discussed at a previous meeting and asked that going forward we ensure communication around roadworks is maintained and clear to Taskforce and the wider travelling public.

Action 1: Ongoing communication of roadworks, and to make it clear where people can obtain the information – Traffic Scotland/BEAR

Jane Macleod (JM) asked about Aray Bridge, if there are autumn works can there be one set of traffic lights not two. ER said that it was necessary to provide two sets of lights to manage access for the contractor to the waterfront. BEAR Scotland suggested two separate lights and asked for them to be manually controlled to ease traffic flow.

Duncan Macalister (DM) asked about night working and traffic management and that commencing at 7pm is not really nighttime, could nighttime works commence later, for example at 11pm. ER said that a limited amount of work can be achieved between 11pm and 6am, which would then result in the total duration of any works extending. He also confirmed that it was not practical to work to these timescales in terms of shift patterns.

Cllr John Armour (JA) said that he is the new policy lead for roads in Argyll and Bute Council and asked about the closures for resurfacing. He added that there have been three amnesties in Campbeltown which are not suitable as a bus had to stop for an hour to get through Campbeltown. JA asked why there were three in this instance but there are four in others, also there have been traffic lights in operation on the A83 with no work being done. ER said that they will look into the situation at Kilkenzie. However, normally there will be a good reason for them to be kept on.

FH asked JA in his new council role, if road matters could be discussed between the Council and BEAR to allow the Taskforce to focus on the Rest and Be Thankful.

Action 2 - JA and the Council to liaise with BEAR Scotland regarding road matters on the trunk road, including traffic lights, responsiveness and amnesties.

Peter McKerrol (PM) also asked about the amnesties in Kilkenzie noting the two hours between the amnesties is too much and said that 11pm is a better time in relation to deliveries into and out of the area, not 7pm, and suggested 9pm may be more appropriate. ER said that they are trying to make the best use of resources, in terms of the amnesties each project is looked at separately and depends on the condition of the road. ER said that they try to minimise the time people have to wait. However, the pressure is on to get the job done, he confirmed that he will feedback to the team regarding the regularity and timings.

FH asked that the Council and BEAR can liaise in relation to responsiveness for the A83 (Refer to Action 2 above). FH acknowledged that these challenges may go on

for some time and these can make a big difference to businesses so the ongoing communication between organisations will be key.

LS asked when will the parapet be repaired on the Aray Bridge? LS also noted the lights at the top of Minard hill are quite lengthy and makes it difficult particularly for lorries coming up Minard hill. It appears to be a damaged road cover, with no work having been done for weeks now. ER noted that he was not able to provide answers at this time as he could not recall, however he confirmed that he will follow up with further information.

Action 3 - ER to provide update on Array Bridge parapet and Minard Hill.

4) Update on progress of Medium and Long-Term Solutions

FH introduced GR and Rory Gunn (RG) of AWJV to provide an update on the upcoming ground investigation work, the medium and long-term solution, the RaBT car park, and the constructability considerations for the long term solution.

GR noted that one of the key points raised at the last meeting was regarding constructability of the debris flow shelter as part of the LTS and what that means for traffic during construction, and confirmed it will be included in RG's presentation.

RG provided an update on the LTS and MTS including an overview of the construction considerations for the debris flow shelter and an update on the viewpoint car park.

A copy of the slides can be found in **Annex B**.

FH thanked RG for his presentation and asked attendees if they had any questions.

LS asked regarding provision of toilets at the Rest and Be Thankful and if discussion has involved Loch Lomond and Trossachs National Park Authority (LL&TNPA)? LS noted that this site is in the national park and antisocial behaviour where there is a lack of toilets is an issue and this is a major opportunity to improve the visitor facilities in the park, which up until now has had no investment to toilets and facilities. RG said that consideration of toilets has been and will continue to be discussed with the LL&TNPA and other stakeholders, with the next Environmental Steering Group meeting taking place next week.

Gordon Ross (GRo) said he would like to speak with hauliers and Transport Scotland regarding improving the alternative route for hauliers to the A83/A85/A82 through Western Ferries, whereby some form of compensation for the hauliers for any additional costs that might be incurred by using the long diversion route could be considered.

FH noted that transport compensation is not a regular part of the policy framework. However, acknowledged that it might be worth doing a cost analysis for the hauliers in relation to the additional time, diesel/petrol and ferry fares. FH added that collectively as a Taskforce we should consider innovative ideas to ensure Argyll & Bute remains open for business.

Action 4 – TS to facilitate discussions between Western Ferries, Transport Scotland and RHA to consider options for freight during construction to keep businesses and communities thriving.

GRO added that Western Ferries has the ability to flex their additional services, provided enough planning and notice of disruption. FH welcomed this noting that different resilience will be needed at different times of the project, and that planning for more resilience in advance of construction will be important in mitigating disruption.

MC highlighted that the Campbeltown to Ardrossan ferry is a busy route which should be looked at being reintroduced also, further noting that the route from Kennacraig to Campbeltown is also a good route and when combined would present an alternative for islanders and hauliers wishing to avoid the Rest and Be Thankful during construction.

Action 5 – Transport Scotland to look at the potential opportunities with Ferries in relation to freight moving around in the area during construction.

JA echoed the observation from MC stating he is keen to see the new ferries in operation, with Campbeltown to Ardrossan an alternative for hauliers during construction.

Cllr Dougie Philand (DP) asked when will work commence on the permanent solution following environmental studies and draft orders. Lawrence Shackman (LSh) stated that following publication of the draft orders, exhibitions would be held to explain the proposals. If any objections were to be received in relation to the orders they would need to be resolved or if unresolved may require a Public Local Inquiry, thus definitive timescales are difficult to identify at this stage. LSh added that the contractor is responsible for the detailed design and will be incentivised to ensure that the closure of the road is minimised within the contract. LSh said in summary, it's difficult to say when work can start as it depends on whether there are any objections to the draft orders.

FH noted that it might be helpful to send the diagram presented at a previous Taskforce which shows the typical timeframes to JA. JA said that would be helpful to know and explain the process. GR reiterated that the diagram with the indicative timescales is available on the Transport Scotland website, and is also attached to the previous taskforce minutes. The A83 Story Map also holds this information and GR encouraged taskforce members to visit these websites.

FH added that the A83 Story Map is where people and communities along the network should be directed to for further information and updates.

Ariane Burgess (AB) asked, in the spirit of promoting the circular economy, if the material being removed in other projects, including the mountain at Corrie Glas by Invergarry in the Highlands, could be brought to the site for the backfill between the hillside and the structure.

RG clarified that there is no intention to backfill the catch pit, and that the scheme will generate material rather than require it to be imported, but acknowledged the comment noting that material capable of producing suitable aggregates for concrete, for example, could be a consideration.

5) General discussion and AOB including points raised by the A83 RaBT Campaign Group

FH invited attendees to ask any other questions, including the remaining points raised by the A83 RaBT Campaign Group as noted in the agenda.

Alan Bell (AB) said his positive experience with Pulpit Rock for the design and build contract in relation to the initial design meant that the contractors were able to come up with a build that ensured very little road closures. AB then asked if there was more information on cycling provision that could be shared.

RG confirmed that the proposed scheme included a link from the car park up to the forestry tracks to the western side of Glen Croe and that further work on walking, cycling and horse riding is ongoing.

JG referenced his questions submitted in advance of Taskforce which included a challenge for discussion with respect to the preferred option being the right solution for maintaining access to Argyll during the construction period, in the form of a two-way road, noting that the A83 RaBT Campaign Group had always supported the green option as it would not have impacted the A83 JG noted that a three-to-four-year construction period with traffic on the OMR is a long time.

FH responded by saying that the preferred option had been arrived at as an outcome of the options assessment process and to unnecessarily pause and reconsider would introduce delay. FH recognised that there has been considerable progress in developing the preferred option since the announcement last June.

RG provided an overview of the Design Manual for Roads and Bridges (DMRB) process and the level of detail of the stage 2 assessment in relation to the preferred option which included assessment of the economic impacts, with the OMR in operation, and it still arrived at the brown option as preferred. JG acknowledged this.

GR summarised that as a result of the robust options assessment that concluded in June 2023, Transport Scotland is satisfied that they have the best option and the challenges noted have been identified and accounted for in the options assessment, recognising that all the options were complex and challenging. GR also added that cost was just one of the criteria assessed and all criteria are outlined within the stage 2 report. The Brown Option performed better over a range of assessment criteria.

Action 6 - Transport Scotland colleagues to provide a detailed response to the matters raised by JG.

FH noted that this project in particular is difficult and challenging. FH welcomed the Taskforce engagement in looking at the various challenges from every angle to

anticipate how we collectively think about these to minimise impacts on communities and business.

6) Summary and date of next meeting

FH thanked everyone for their attendance and contributions, those who attended in person and also those online. FH confirmed that they will look at how the meeting is taken forward whether it should be by Teams only.

FH outlined that the minutes will be circulated to Taskforce members along with the link to the A83 Story Map which can be shared across their networks. FH highlighted that it is important for all Taskforce members to cascade communication and information to their members.

Next meeting is suggested to take place in September 2024.

FH confirmed that she looks forward to continuing to engage on this very important project.

Summary of actions

Action 1: Ongoing communication of roadworks, and to make it clear where people can obtain the information – Traffic Scotland/BEAR

Action 2: JA and the Council to liaise with BEAR Scotland regarding road matters on the trunk road, including traffic lights, responsiveness and amnesties.

Action 3: ER to provide update on Array Bridge parapet and Minard Hill.

Action 4: TS to facilitate discussions between Western Ferries, Transport Scotland and RHA to consider options for freight during construction to keep businesses and communities thriving

Action 5 – Transport Scotland to look at the potential opportunities with Ferries in relation to freight moving around in the area during construction.

Action 6: Transport Scotland colleagues to provide a detailed response to the matters raised by JG.

Annex A – BEAR Scotland slides.

The slide features a white background with a blue geometric pattern of overlapping lines on the left and right sides. In the top right corner, there is a logo for Transport Scotland, which includes a stylized blue square with white lines and the text 'TRANSPORT SCOTLAND' and 'COMHDAHAIL ALBA' below it. The main text is centered and reads: 'A83 Taskforce' in a large blue font, followed by 'Meeting No. 26' in a smaller blue font. A horizontal blue line is positioned below the meeting number. Underneath the line, the text reads: 'The Three Villages Hall', 'Arrochar', and '22 May 2024'. At the bottom, it says 'Eddie Ross' and 'NW Scheme Manager'.

A83 Taskforce

Meeting Number 26

The Three Villages Hall

Arrochar

22 May 2024

Eddie Ross

NW Scheme Manager

A83 Taskforce



COMHIDHAIL ALBA COMHIDHAIL ALBA

Presentation Overview

- Ongoing hillside monitoring regime
- A83 Rest and be Thankful
- Forestry and Land Scotland tree planting works
- A83 Glen Kinglas
- A83 Aray Bridge
- Wider A83 / A82 works programme



A83 Taskforce

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A83 Taskforce



Hillside Monitoring Regime

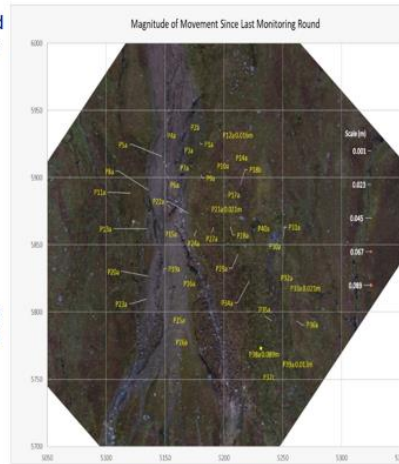
Daily management of the route is continuing behind the scenes, to ensure it is safe for road users. This includes:-

Daily

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

2 Weekly (depending on weather, more frequently)

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



Hillside Monitoring Regime

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- Hillside movement surveys and observations

A83 Taskforce

A83 Rest and be Thankful



Image of failure above the retaining wall section, no landslide mitigation fences or pits.

A83 Taskforce

A83 Rest and be Thankful



Image showing creeping moving continues during high saturation and moderately heavy rain

Traffic signals in place 24/7.

A83 Taskforce

A83 Rest and be Thankful



- Boulders removed / stabilised
- Additional debris fence being procured
- Traffic signals to be removed thereafter

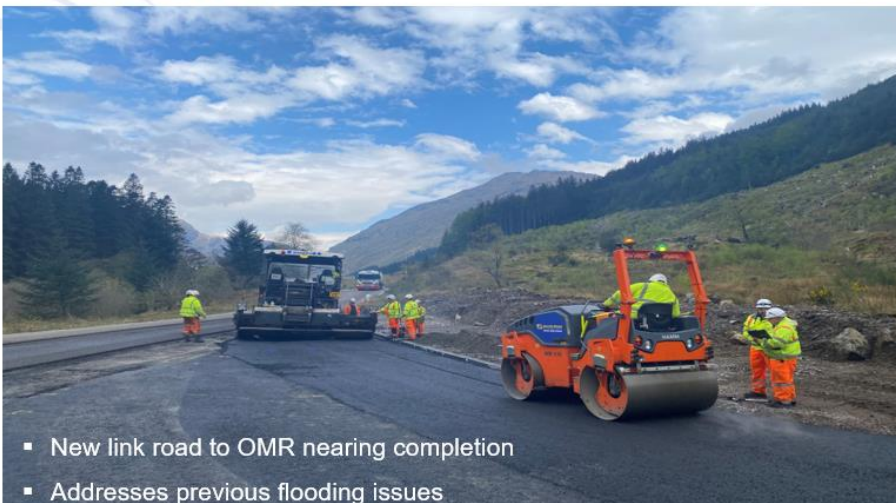
Boulders removed / stabilised.

Additional debris fence being procured.

Traffic signals to be removed thereafter.

A83 Taskforce

A83 Rest and be Thankful



- New link road to OMR nearing completion
- Addresses previous flooding issues

Image showing new link road to OMR nearing completion

Addresses previous flooding issues.

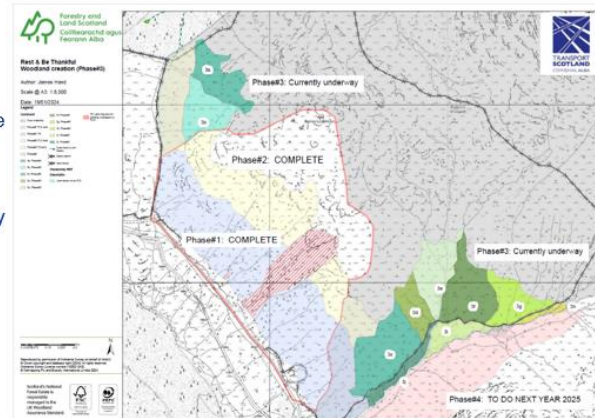
A83 Taskforce



Forestry and Land Scotland – Tree planting works

COMHAIL ALBA COMHAIL ALBA

- Phase's 1 & 2 complete.
- Phase 3 is ongoing and due to be completed by Sept-Oct 2024.
- Phase 4 to be completed by May-June 2025.



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A83 Taskforce



A83 Glen Kinglas



- Clear up works following landslide events in Oct 2024
- Enhanced monitoring regime in place
- Roadside barrier erected near Butterbridge
- Natural Terrain Hazard being organised

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A83 Taskforce



A83 Aray Bridge



- Emergency works completed.
- Further works to commence Autumn 2024.

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A83 Taskforce



Wider A83 / A82 (South) Programme

- Total A83 investment since January Taskforce ~ £2.79M
 - £8M of further A83 investment planned for 2024/25 FY
- Total A82 (Tyndrum to Balloch) investment since January Taskforce ~ £70k
 - £4.85M of further A82 investment planned for 2024/25 FY

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A83 Taskforce



**Thank You
&
Any Questions**

Thank you and Any Questions

Annex B – AtkinsRealis WSP Joint Venture Presentation

The slide features a dark blue background with white text and logos. In the top left corner is the logo for 'ACCESS ARGYLL & BUTE [A83]' with a stylized red and blue arrow. In the top right corner is the 'TRANSPORT SCOTLAND COPHDHAIL ALBA' logo. The main title 'A83 Rest and Be Thankful' is centered in a large white font. Below it, 'Taskforce No.26' and '22 May 2024' are centered in a smaller white font. The presenter's name 'Rory Gunn (AWJV)' is centered below the date. At the bottom, there is a colorful illustration of various transport modes: a green and red airplane, a white ferry, a green car, a red bus, a white train, and a white truck, all set against a backdrop of clouds, a sun, and trees.

A83 Rest and Be Thankful

Taskforce number 26

22 May 2024

Rory Gunn (AWJV)

Ground Investigations



Medium Term Solution Phase 1 – completed summer 2023

Medium Term Solution Phases 2/3

- Awarded to Soil Engineering
- Groundworks now commenced on site

Long Term Solution

- Tender evaluation nearing completion
- Groundworks commencing thereafter



AtkinsRéalis **wsp**

Ground Investigations

Medium Term Solution Phase 1 – completed summer 2023

Medium Term Solution Phases 2/3

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Long Term Solution

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Consultation

- **Story Map – regular updates**
[Access to Argyll and Bute \(A83\) Story Map \(arcgis.com\)](#)
- **Public Engagement Events – 18th to 21st March 2024** (Feedback open until 10 May 2024)
 - Campbelltown (45 attendees)
 - Lochgilphead (83 attendees)
 - Lochgoilhead (31 attendees)
 - Arrochar (51 attendees)Virtual Exhibition: [PinPoint ConnectALL \(pinpointcloud.co.uk\)](#) (3,306 individual views)
97 individual feedback submissions
An engagement event feedback report will be published in due course
- **Bi-Monthly Environmental Steering Group**
- **Emergency Services**



Consultation

- Storymap – regular updates
[Access to Argyll and Bute \(A83\) Story Map \(arcgis.com\)](#)
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- Emergency Services

General Feedback



- General feedback is 'build it as soon as possible'.
- Some people raised concerns with being on the Old Military Road (OMR) for periods of construction. However, some people also accept that it needs to happen.
- Small number of people think it should be a tunnel.
- Small number of people think it should be a viaduct.
- Hauliers – key point is communication and advance notice of traffic management.
- Cycle provision.
- Quite a number of discussions with people expressing the view that the roof of the debris flow shelter should slope towards the floor of the glen. Generally, when the rationale was explained (e.g. managing water and avoiding scour of the downstream slope) the approach taken was generally understood and accepted.



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Medium Term Solution (MTS) Phase 1 Works



- ✓ **Ground Investigation Fieldwork Complete**
- ✓ **Detailed Design Complete**
- ✓ **Construction preparatory works commenced December 2023**
- ✓ **Substantially Complete May 2024**



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Constructability



Overview

- The following slides present a likely approach to construction. However, the contractor may consider alternative methods.
- Work ongoing – will set out high level construction considerations and operations, with further updates to Taskforce in the future.
- Next steps will be to determine further detail of timing of phases and overall construction programme.
- At present we continue to work on the basis of a 3 to 4 year construction period (as reported at Design Manual for Roads and Bridges (DMRB) Stage 2 route option assessment).

Current Approach:

- 3 No. work fronts on A83
- OMR will be required to be in operation extensively during construction (refer to cross sections)
- Hillside monitoring will inform safety of workforce, noting advanced installation of additional catch-fences to further safeguard workforce



Constructability

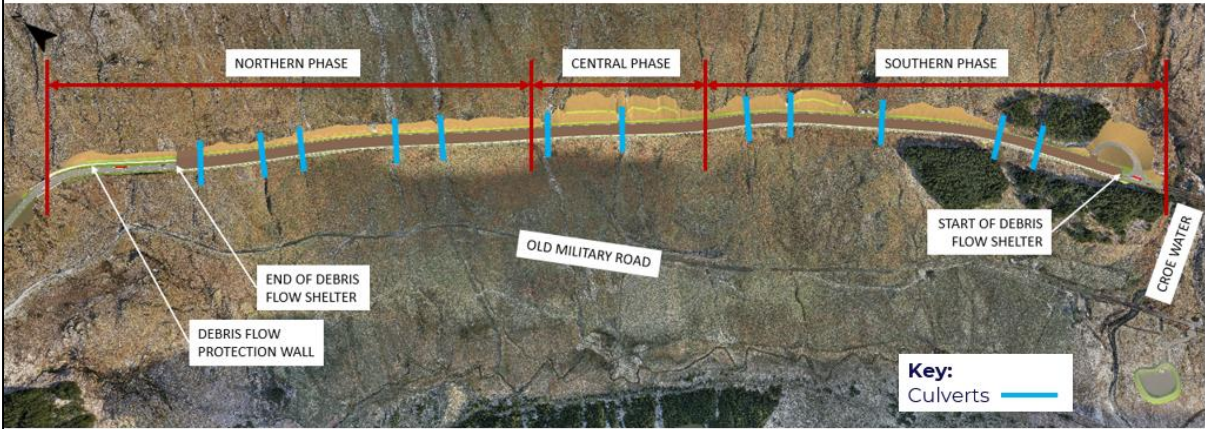
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Constructability – Plan Overview



Constructability – plan overview

Image showing three work phases

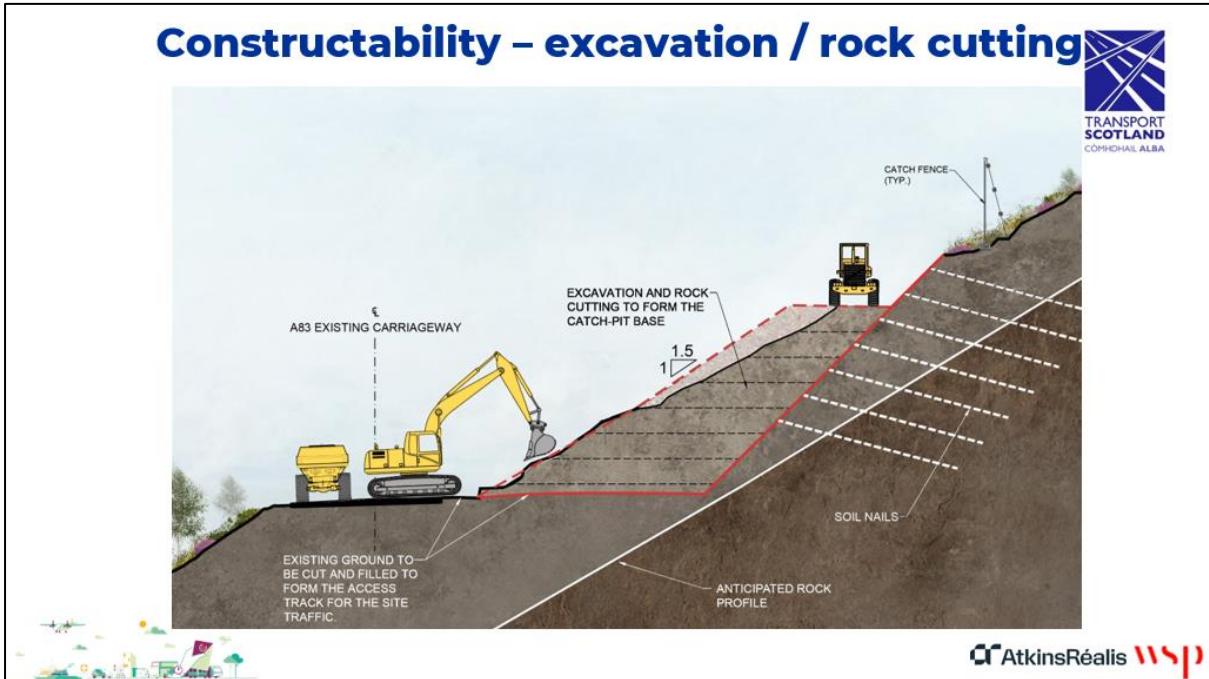
Constructability – existing carriageway



Constructability – existing carriageway

Image showing existing A83 carriageway

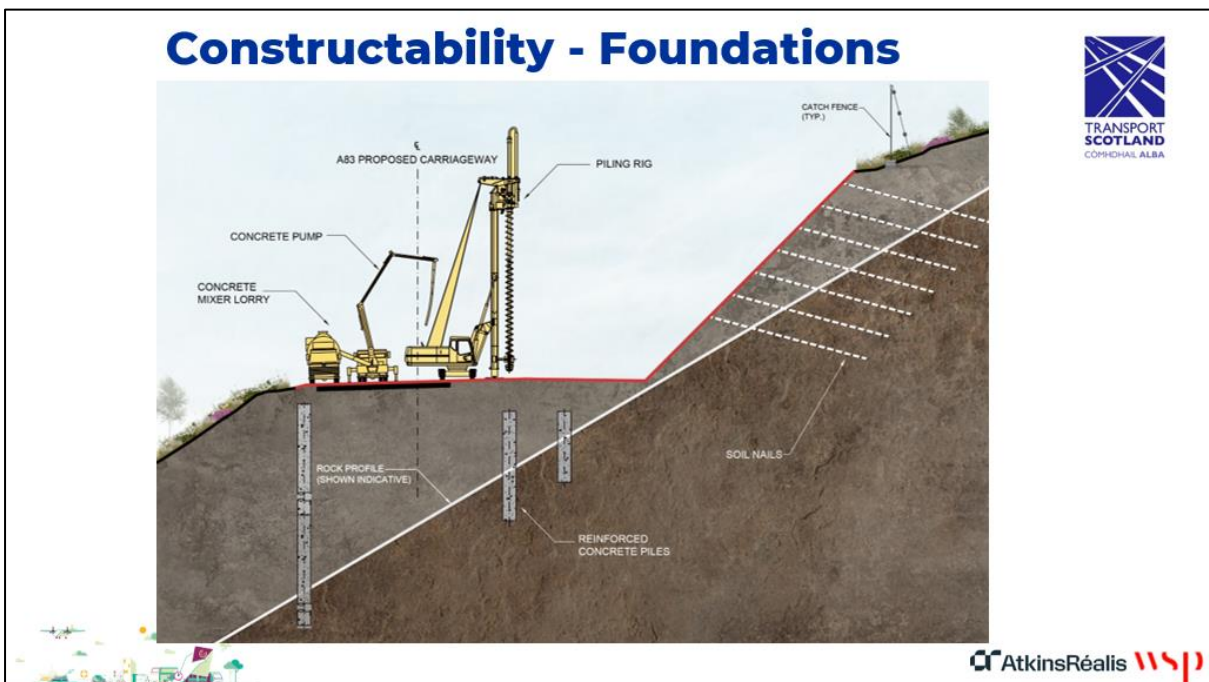
Constructability – excavation / rock cutting



Constructability – excavation / rock cutting

Image showing excavation and rock cutting to form the base of the catch pit

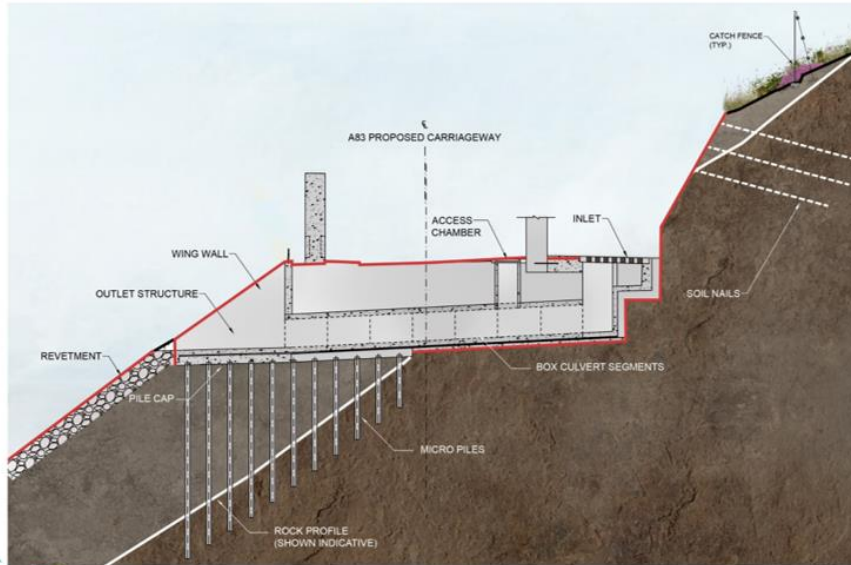
Constructability - Foundations



Constructability – Foundations

Image showing foundations for debris flow shelter

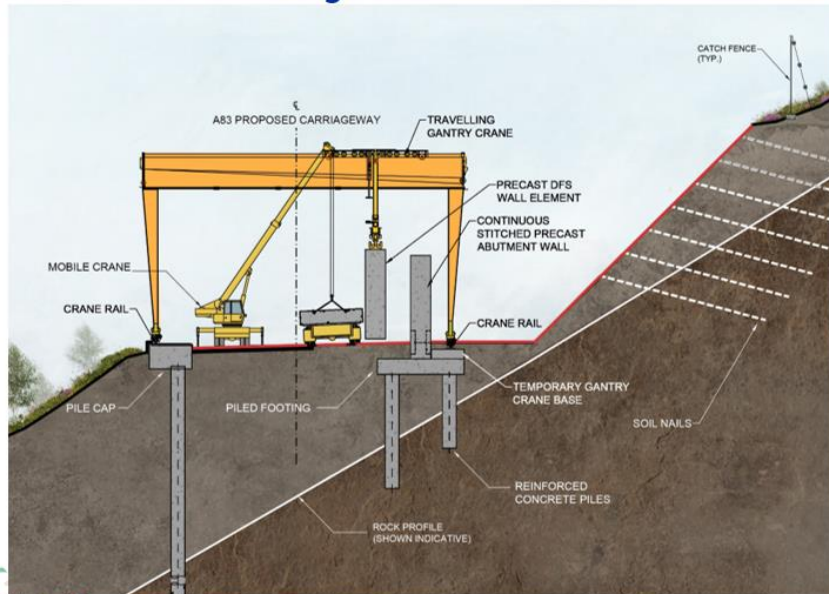
Constructability - Culverts



Constructability – Culverts

Image showing installation of culverts on existing A83 carriageway

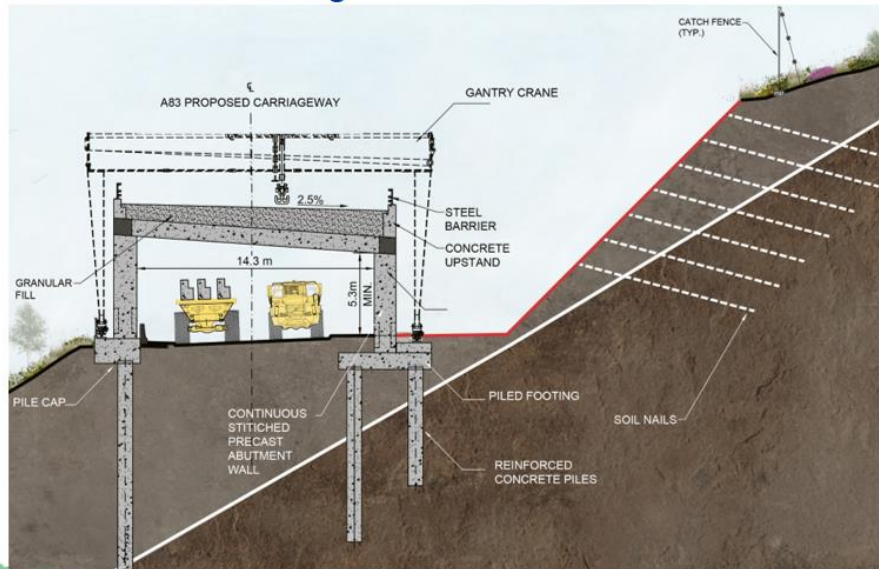
Constructability – Debris Flow Shelter



Constructability – Debris Flow Shelter

Image showing travelling gantry crane installing precast wall elements on existing A83 carriageway

Constructability – Debris Flow Shelter

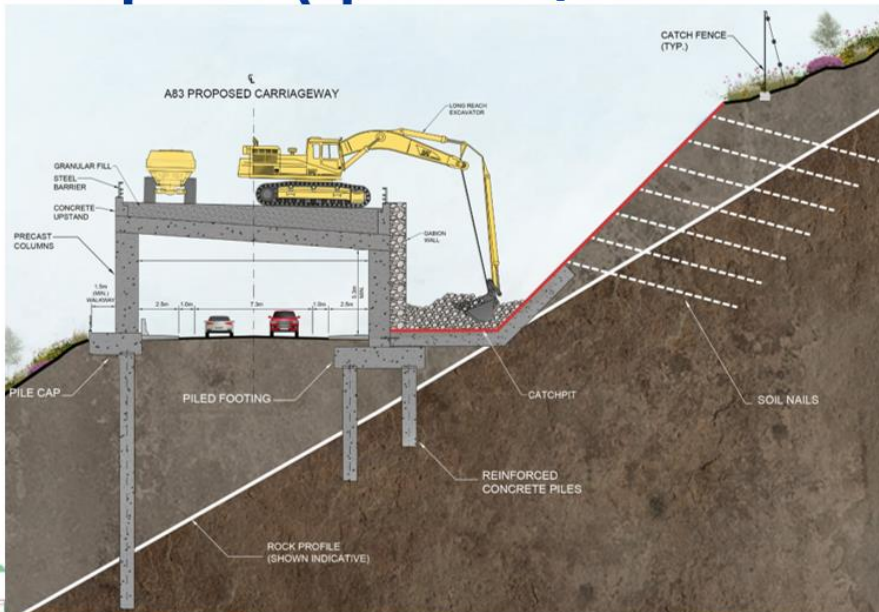


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Constructability – Debris Flow Shelter

Image showing construction of debris flow shelter on existing A83 carriageway

Complete – (operation / maintenance)



Complete – (operation / maintenance)

Image showing debris flow shelter in operation.

2024 Look Ahead



MEDIUM TERM SOLUTION

Fences above A83

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- This will inform a performance specification for procurement
- Current programme seeks to achieve start on site in 2024

Remainder of Phase 2/3

- Design substantively fixed
- Consenting (Draft Orders), well progressed and currently targeting publication later this year

LONG TERM SOLUTION

- Conclude constructability assessment and confirm land requirements
- Conclude Biodiversity Net Gain/ Natural Capital assessment work
- Conclude car park design work
- Refine Cost Estimates and undertake value for money review exercise.
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2024 lookahead

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