

## Frequently asked questions

### Public Engagement

#### **Why did you hold an engagement exercise in April 2013?**

Following award of the construction contract in February 2013, Transport Scotland worked closely with the contractor to mitigate the effect of the works on the A82 road users and local businesses. As a result of this exercise, an alternative proposal was developed which addresses the concerns expressed by many and was considered to offer significant benefits when compared to a complete road closure for 14 weeks.

A period of consultation was undertaken with the local community. Feedback received supported the alternative programme of road closures.

### Road Closures

#### **Why does the road need to close?**

The severe site constraints dictate that the scheme could not be constructed safely and efficiently without implementing temporary closures.

#### **What was the original road closure programme?**

The main closure period at Pulpit Rock was originally programmed to be 14 weeks running from 1st October 2013.

#### **How does the alternative proposal differ from the 14 week closure programme?**

The programme of closures involved reducing full daytime closures from 14 weeks to less than 1 full week, as well as a series of overnight closures from 22:00hrs with the road re-opening each day at 06:00hrs.

#### **How will this new proposal impact on local businesses and road users ?**

It is acknowledged that there may be an impact on some businesses but as the road will remain open during the day it is considered that the impact should be far less than that for a full closure for 14 weeks.

An assessment of traffic figures indicates that the 14 week closure would potentially impact on 19% of all annual traffic journeys. The proposed closures on the other hand is estimated to impact only 2%. Impact on commuter traffic and passenger services is considered to be very low.

### **Will the main closure have a detrimental effect on emergency services?**

Initial consultations with Police, Fire and Ambulance services have been positive. Consultations and close working with the emergency services will continue during the preparation of construction proposals and during construction to ensure that an appropriate level of service is maintained.

### **What is the diversion?**

The diversion will be via the A83 to Inverary, the A819 to Dalmally and the A85 towards Tyndrum where the A82 is rejoined.

### **What if a landslide occurs on the A83?**

The impact of a concurrent landslide during overnight closures of the A82 will be greatly reduced given the reduced traffic and the fact that the A82 will be available during the day. An emergency diversion route, known as the Old Military Road, is now also available in the event of a landslide on the A83 at the Rest And Be Thankful.

### **How will we know when the closures are going to happen?**

Advance signage information will be provided warning users of temporary suspension of access at Pulpit Rock. Mitigation measures for those users of the A82 affected during the construction period include advance signage and information displays on Traffic Scotland and Transport Scotland websites and signs in the wider central Scotland trunk road network.

## **General Scheme Information**

### **Why are you doing this work?**

The A82 is the main road link from Glasgow and the Central Belt to Fort William, the Highlands and the Western Isles. It is an important part of the Scottish Trunk Road Network and efficient operation of the road is essential for access to the Highlands and Islands.

## **Compensation**

**Should compensation be paid to individuals/businesses due to the financial effect of the full road closure?**

We recognise that road works can cause temporary disruption and in developing this alternative proposal, we have tried to minimise the overall impact this will have on road users and the local community. The legal rules governing compensation in respect to road schemes state that specific criteria must be met, such as land being acquired before a claim for compensation can be considered. There is no basis for Scottish Ministers to pay compensation for loss of business, inconvenience or additional motoring costs.