

## Notes of Meeting

**Meeting Title** A83 Taskforce Meeting 14

**Meeting Scope** A83

**Venue:** Three Villages Hall - Arrochar

**Date:** 6 March 2018, 10:00 am

**Present:** Jonny Moran – Transport Scotland (JM) - Chair  
Fiona Brown – Transport Scotland (FB)  
George Fiddes – Transport Scotland (GF)  
Eddie Ross – BEAR Scotland (ER)  
John Wrigley – BEAR Scotland (JW)  
Jane Macleod – Mid Argyll Chamber of Commerce (JMacI)  
Jim Smith – Argyll and Bute Council (JS)  
Councillor Roddy McCuish – Argyll & Bute Council (RMcC)  
Councillor Ellen Morton – Argyll & Bute Council (EM)  
Councillor Dougie Philand – Argyll and Bute Council (DP)  
Ronnie McDonald – Arrochar, Tarbet and Ardlui Community Council (RMcD)  
Mary Haggerty – Arrochar, Tarbet and Ardlui Community Council (MH)  
Iain McInnes – Lochgoilhead Community Council (IMcI)  
John Hair – Forest Enterprise Scotland (JH)  
Kirsty Robb – Argyll Timber Transport Group (KR)  
Michelle Vanderstighelen – office of Brendan O'Hara MP (MV)  
Donald Clark – Hotel owner Inveraray  
Lucy Sumsion (LS) – NFU Scotland

**Apologies:** Humza Yousaf MSP - Minister for Transport and the Islands (HY)  
Michael Russell MSP, Jackie Baillie MSP, Brendan O'Hara MP,  
Councillor Donald Kelly, Councillor Bobby Good

	<u>Description</u>	<u>Action</u>
<b>1</b>	<b>Welcomes, Introductions &amp; Apologies</b>  JM opened the meeting by explaining that HY sent his apologies as he was unable to make it to the meeting today due to adverse weather in Glasgow. JM would chair the meeting in HY's absence and stated that if any of the Task Force members wished to raise anything directly with the Minister then this could be facilitated after the meeting. JM continued the meeting with a round of introductions. Apologies were intimated as above.	
<b>2</b>	<b>Review of Minutes of Meeting of 7<sup>th</sup> September 2016</b>  JM reviewed the actions from the previous meeting  Item 2 – The Rest bus stop TRO. JS advised that ABC have initiated the TRO process to address the inconsiderate parking at the bus stop and they are considering installing an enforcement camera next year following the conclusion of the TRO process.	

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	<p>Item 2 – VMS sited in Inveraray advising drivers of the diversion route. GF confirmed that Transport Scotland have a temporary arrangement in place for Inveraray when the A83 is closed for long periods, a temporary VMS will be sited in Inveraray advising drivers of the diversion route. Transport Scotland is currently exploring options for a more permanent solution and will consult with local stakeholders before making any decision. An update will be provided to the Task Force when available.</p> <p>Item 3 - Catch Pit works, concerns regarding traffic delays. Delays have been monitored during the works and no significant delays have been recorded. The group agreed that the monthly Task Force updates for this scheme have been very helpful.</p> <p>Item 3 – Flooding near to Strone Point. JW confirmed that this issue has been dealt with.</p> <p>Item 3 – Monthly update. JM confirmed that monthly updates were sent to the Task Force in November 2017, December 2017 and January 2018.</p> <p>Item 6 – Succoth speed limit changed to 30mph as opposed to 40mph. TS propose to retain the existing 40mph speed limit. MH expressed her disappointment at the response from TS Road Safety and asked if this matter could be revisited. TS Road Safety team to correspond with MH</p>	.
<b>3</b>	<p><b>A83 Trunk Road condition – works to date and future programme</b></p> <p>JW presented to the Task Force and outlined some key points relating to the condition of the A83. JW highlighted that investment has been reprioritised and targeted in January, February and March towards repairing defective sections of trunk road across parts of the North West of Scotland. This follows freezing cold temperatures and subsequent thaws breaking apart the road surface.</p> <p>A programme of road surfacing repairs has been drawn up which will see work carried out at over 60 locations across trunk roads in the North West, which is in addition to works which were already funded and programmed. This additional £4M will allow for repairs to be completed as soon as possible, with up to seven dedicated surfacing crews working across the North West network to carry out repairs. The planned programme of work has been designed to address the highest priority locations across the network.</p> <p>Work began at the start of the year to repair and resurface as many areas as quickly and safely as possible, with resurfacing already complete at four locations; the A83 at the Rest and Be Thankful, A83 Dunoon Junction, A83 Dunderave and the A83 at Furnace Bends.</p> <p>Unfortunately continuing adverse weather conditions in January / February / March hampered progress for these permanent resurfacing projects, however temporary repairs are being carried out where appropriate until the permanent resurfacing repairs can be completed.</p> <p>Following conclusion of this part of the presentation, JM invited questions from the Task Force.</p>	TS

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	<p>MV opened the questions by asking if the quality of material used to repair the roads was fit for purpose? JW responded that it was fit for purpose. ER also added that the defects on the network are constantly changing due to the freeze thaw process. More details on this process are available on the BEAR website.</p> <p>LS enquired why some temporary repairs are not squared off and also questioned the quality of material used on Trunk Roads. JW responded by saying that not all repairs are squared off. With the volume of defects, BEAR do not have the resources to square off all defects as they would only be able to repair 6 or 7 per day. JW also stated that Breedon are Sector Scheme Approved to resurface roads and that it is not in their interests to lay poor material.</p> <p>LS / DC both asked questions relating to the lack of drainage works, both maintenance and improvement on sections of the A83. They highlighted that in a number of sections on the A83 poor drainage, resulting in flooding and water continually running on the road, is contributing to the poor road surface. JW responded that BEAR have a programme of drainage works for the A83 that is updated annually. JW committed to review the current programme and add in additional areas of concern following the meeting.</p> <p><b>ACTION: BEAR Scotland to respond</b></p>	
4	<p><b>Update on progress A83 Route Study Recommendations and other investment in the A83</b></p> <p>JW gave a presentation providing information on schemes delivered in the current financial year and the progress with the landslide mitigation at Rest and Be Thankful.</p> <p>JW explained that although the contract has been awarded to provide a reduction in risk at the high frequency channels (Phase 5, 7 and 9) there is an option in the future to extend these pits to reduce risk at all other channels identified to be a medium and low risk.</p> <p>JW explained that discussions are to take place with the landowner at Glen Kinglas about re-using the excavated material from Rest and Be Thankful to create bunds in Glen Kinglas to protect the trunk road from the risk of landslides which have occurred previously along this stretch and closed the A83.</p> <p>JW provided an update to the Taskforce on Progress of the A83 Route Study recommendations. A summary of the main points are included below.</p> <p>£2.845M of improvements completed since October 2017 including:</p> <ul style="list-style-type: none"> <li>• £1M on Strone Point realignment</li> <li>• £1.145M on Road Resurfacing Improvements at 20 locations</li> <li>• £600k landslide mitigation at RaBT</li> <li>• £50k on Road Restraint Systems at Loch Restil</li> <li>• £50k of Lining and Signing Improvements at 3 locations</li> </ul> <p>Programmed for next financial year are (£3.95M):</p> <ol style="list-style-type: none"> <li>1. Completion of High frequency events Risk Reaction Measures (Catch pits) - £1.2M (Annex E);</li> <li>2. Protection measures at Glen Kinglas using material from RaBT;</li> </ol>	BEAR

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	<p>3. Completion of Strone Point Realignment - £600k. (see Annex F)</p> <p>4. £1.8M of Low/Medium frequency event Risk Reduction Measures;</p> <p>5. Erines scheme development, ground investigation - £250k;</p> <p>6. Signage Improvements Inveraray to Lochgilphead - £80k;</p> <p>7. Footway and Drainage Improvements between Tarbet and Arrochar;</p> <p>8. Hillside Planting at the Rest and Be Thankful (Annex G).</p>	
<b>5</b>	<b>Rest and Be Thankful – Update on progress of Proposed Hillside Planting Trial</b>	
	JM provided the group with an update on progress to date with regard to the land purchase. Once the land purchase has been finalised, fencing works will commence followed by tree planting.	
<b>6</b>	<b>AOCB</b>	
	<p>IMcl asked for an update on the bus stop arrangement at the Rest and Be Thankful. He is concerned that there is no TRO in place and that no service buses will stop during the winter months. GF / JS responded to the queries and confirmed that TS and Argyll &amp; Bute Council are working together to identify an appropriate solution for the bus stop facility. A site meeting took place on 10<sup>th</sup> of August with all key stakeholders involved. HY requested that a regular update be provided to IMcl with progress on the various points. <b>ACTION: Argyll and Bute Council to provide update</b></p> <p>MH raised an issue with regard to speeding in Arrochar and requested that the speed limit for the Succoth area of the village is changed to 30mph as opposed to 40mph. <b>ACTION: Transport Scotland to respond</b></p> <p>LS raised the issue of lack of lighting of the Cairndow junction with the A83 at the war memorial. GF committed to refer the enquiry to the TS Strategic Road Safety team for comment. <b>ACTION: Transport Scotland to respond</b></p>	ABC  TS  TS
<b>7</b>	<b>Summary and Date of Next Meeting</b>	
	<p>JM thanked all for attending and concluded what was acknowledged as a positive meeting.</p> <p>JM suggested that a further meeting be held in September 2018, date to be confirmed.</p>	