



Access to Argyll and Bute (A83)

Public Consultation on Route Corridor Options

Consultation Report

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Transport Scotland

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Jacobs AECOM



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1. Introduction

1.1 Background

- 1.1.1 Following recent landslide events in August 2020 at the Rest and Be Thankful on the A83 Trunk Road, one of which was the largest recorded in the area, Jacobs / AECOM was commissioned by Transport Scotland to undertake a Strategic Environmental Appraisal (SEA) and provide preliminary engineering support services (PES) as the equivalent of a Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment to identify a preferred corridor for access to Argyll and Bute. This will review the problems and opportunities relating to the existing A82, A83, A85 and A828 Trunk Roads and consider various corridor options, including the existing A83 Trunk Road corridor.
- 1.1.2 The A83 Trunk Road is one of only two east-west strategic trunk road network connections between Argyll and Bute and the Central Belt. Accidents or incidents (e.g. roadworks, landslips, flooding) occurring on any part of the A83 in Argyll and Bute can significantly impact residents, business and visitors due to the significant length of alternative routes and the travel times involved. Sections of the A83 Trunk Road are also noted as having higher accident rates than the national average.
- 1.1.3 The Rest and Be Thankful is the highest point on the A83 Trunk Road, separating Glen Kinglas from Glen Croe. It is also one of the places in Scotland with the highest risk of landslides and debris flow hazards. These have increased in recent years due to the frequency of heavy, intense and prolonged periods of rainfall. The photo included as Figure 1.1 shows this length of the A83 Trunk Road.



Figure 1.1: Photo of the A83 and landscape from the Rest and Be Thankful viewpoint.

- 1.1.4 Following a number of landslides in 2004, Transport Scotland carried out the Scottish Road Network Landslides Study. As part of this study a hazard assessment and ranking exercise was carried out for debris flow. From this assessment the A83 Trunk Road Ardgartan to the Rest and Be Thankful is one of the most highly ranked debris flow hazard sites in Scotland.

- 1.1.5 As part of the £82 million invested in the maintenance of the A83 Trunk Road since 2007, over £13.6 million has been invested in landslide mitigation works at the Rest and Be Thankful. This was to help keep Argyll open for business by reducing the impact of landslides on the A83 Trunk Road.
- 1.2 Purpose of the Consultation
 - 1.2.1 Work undertaken as part of Transport Scotland's second Strategic Transport Projects Review identified eleven route corridor options to be considered as part of the aforementioned Strategic Environmental Appraisal (SEA) and preliminary engineering support services (PES). From 23rd September to 30th October 2020 these options were presented to the public for consultation to gather feedback that will help inform further design and assessment work. The consultation feedback, and the findings from the ongoing assessment work, will be considered by Transport Scotland before making their recommendation for a preferred route corridor in Spring 2021.
 - 1.2.2 The map shown overleaf as Figure 1.2 indicates schematically the eleven route corridor options that feedback was sought on. More detailed maps of each individual corridor were available online at <https://www.transport.gov.scot/publication/project-corridor-options-access-to-argyll-and-bute-a83/> throughout the consultation period.

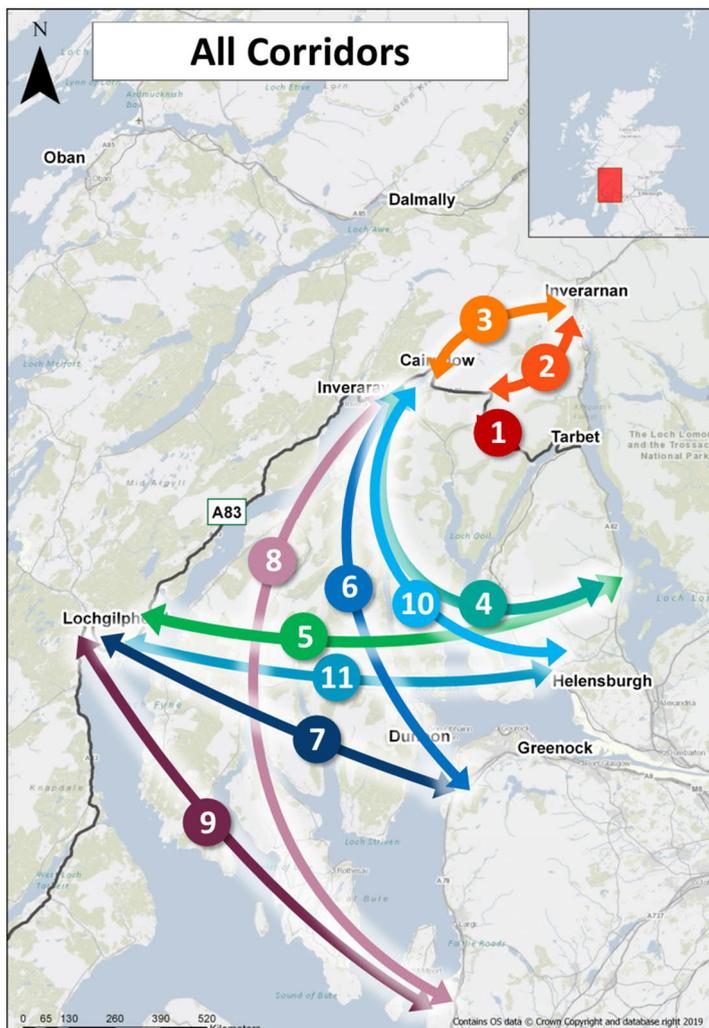


Figure 1.2: The eleven corridor options

1.2.3 See Appendix A for the options detailed as part of the consultation.

1.3 Publicising the Consultation

1.3.1 The A83 Access to Argyll and Bute project website, <https://www.transport.gov.scot/projects/a83-access-to-argyll-and-bute/>, went live in September 2020. The 'Latest News' section of the website was updated with the public consultation information on 23 September 2020. This included information relating to the background of the A83 project, the current stage of the project and the feedback form. All eleven route corridor options were described and accompanied by a drawing.

1.3.2 An email was issued to around 360 stakeholders in the area to promote the start of the consultation and provide the link to the project website. The circulation list included elected representatives, local authorities, community councils, the emergency services, environmental organisations, businesses, special interest groups and transport companies. A further reminder email was sent before the consultation closed. A copy of the email to stakeholders on 23rd September 2020 is included in Appendix B.

1.3.3 Throughout the public consultation period, Transport Scotland responded to media enquiries and requests for interviews with the media to ensure the public consultation was widely publicised and responded to letters sent directly to them.

1.3.4 A press release was issued to local media to advertise the launch of the consultation. The launch of the consultation was also promoted on Twitter.



Figure 1.3: Social Media Advertisement Announcing the Consultation

1.3.5 Media coverage of the public consultation launch can be viewed in Appendix C and the press release issued to local media can be found in Appendix D.

1.3.6 Information made available for the public consultation is still available online on the project website.

1.4 Response Channels

1.4.1 The ways in which stakeholders and the public could find out more information about the project and respond to the consultation are outlined below. People were also able to request

hard copies of the consultation materials.

Feedback Form on the Project Website

- 1.4.2 Transport Scotland developed a feedback form designed to encourage people to participate with the public consultation. Respondents were able to submit their views using the online feedback form on the project website or alternatively could download a PDF or Word document version of the feedback form to complete and submit via email.
- 1.4.3 The feedback form is included in Appendix E.
- 1.4.4 Within the feedback form, respondents were asked the following questions:
1. Of the eleven route corridors on display, we are particularly interested in any local issues or constraints you feel should be taken into consideration in design and assessment work. We would be grateful for any such feedback in the box below - either in general terms or specific to certain options.
 2. Community group - Are you a member of any community group that you feel should form part of our engagement plans? If so, which one?
 3. As we can't hold face-to-face public exhibitions at the moment, do you have any views on our proposals for a dedicated phone line or answering machine, a dedicated email address or an online chat room facility?
 4. Please tell us if there are any other options we should be considering or any other general comments.
- 1.4.5 Finally, respondents were asked to submit their contact details, including their name, address, telephone number and email address. This was optional.
- 1.4.6 Question 4 was added to all versions of the feedback form shortly after the consultation launched in response to initial feedback received on the questions.
- 1.4.7 Respondents who used an earlier version of the feedback form with 3 questions were still able to provide suggestions and general comments, if desired, due to the open text nature of the questions.

Project and Consultation Email Inbox

- 1.4.8 An A83 project inbox was set up in September 2020 to email stakeholders including elected representatives and statutory consultees. The public were also able to get in touch by email during the consultation period. This email address was used to receive feedback forms that were scanned or attached from people that didn't submit through the online form.

Project Phonenumber

- 1.4.9 An A83 phonenumber was manned 24 hours a day during the consultation period. Twenty phone calls were received during the consultation, primarily relating to accessing the online information or requesting hard copies of the consultation material. Two phone calls providing feedback were included in the analysis.

2. Groups and Organisations that Responded to the Consultation

2.1 Number of Responses

2.1.1 Overall, 657 responses were submitted during the consultation period. As can be seen in the breakdown provided below in Table 2.1, the majority of respondents used the online feedback form to share their views. Some respondents opted not to use a feedback form and submitted their views in the form of a report, letter or email.

Table 2.1: Type of Submission Breakdown

Type of Submission	Number (total 657)
Online feedback form	408
PDF or Word version of the feedback form	179
Other (did not use a feedback form)	70

2.1.2 All submissions received were logged. In cases where individual respondents submitted multiple responses, these were merged to count as one submission.

2.1.3 Table 2.2 below provides a breakdown of the number of responses received for each question on the form, of the 587 responses that used a feedback form (either online via the project website or in PDF or Word document format) to respond to the consultation. The 70 responses that used other means to respond are not represented in the table below, as their feedback did not use the questions included in the form.

Table 2.2: Number of Responses to each Question

Question	Number of responses
1	570
2	468
3	467
4	294

2.2 Feedback Received by Respondent Type

2.2.1 During the consultation period, feedback was submitted by individual members of the public and a variety of organisations, community councils, and other stakeholders, including Members of Parliament, statutory consultees, businesses, recreational groups and emergency services.

2.2.2 Respondents were given the opportunity in Question 2 of the feedback form to provide suggestions for other community groups or organisations that they felt should be included in future engagement on the project.

2.2.3 Of the 657 responses submitted in total, approximately 64 were submitted by organisations, community groups or elected representatives. As it was not always clear from responses to Question 2 whether a respondent was stating that they were part of a group or suggesting that group should be included in future engagement on the scheme, in a small number of cases the

consultation response analysis team judged from the nature of the response whether it was on behalf of the organisation.

2.3 Feedback Received by Location

2.3.1 The feedback form asked respondents to provide their contact details, including address and postcode. This was optional. Given the virtual nature of the consultation, this data is particularly useful to Transport Scotland to check the reach of the event.

2.3.2 Out of the 657 submissions, a total of 521 responses provided postcode information. The majority of these were addresses within the Paisley (PA) and Glasgow (G) postcode districts, accounting for 310 and 126 responses respectively. Submissions providing either a PA or G postcode thus accounted for 66% of responses received.

2.3.3 The most highly represented postcode district overall was G84, which was included in 58 responses. This is likely to be due to the proximity of these addresses to several of the proposed route corridor options. The G84 district falls entirely within Argyll and Bute, and includes the town of Helensburgh, as well as other communities including Rhu, Rosneath, Garelochhead and Kilcraggan. The neighbouring G83 postcode district was included in 17 responses, representing other Argyll and Bute communities impacted by the route corridor options, including Arrochar, Ardlui and Tarbet.

2.3.4 Nearly half of the responses received included a Paisley (PA) postcode. This is likely to be due to the proximity of the scheme to these addresses, in that the vast majority of PA postcode districts from where responses were received fall within the Argyll and Bute local authority area. Here, the most represented postcode districts were:

- PA31 (52 responses) – this district includes a large section of the current A83 Trunk Road, as well as the community of Lochgilphead.
- PA23 (38 responses) – this district includes Dunoon and the Cowal peninsula.
- PA28 (31 responses) – this district includes Campbeltown and much of the Kintyre peninsula.

2.3.5 Whilst most responses with postcodes were based in Scotland, there were a small number of submissions with postcodes from England and Northern Ireland, as well as a submission from New Zealand.

2.3.6 A figure showing the geographic spread of the feedback received is provided in Figure 2.1.

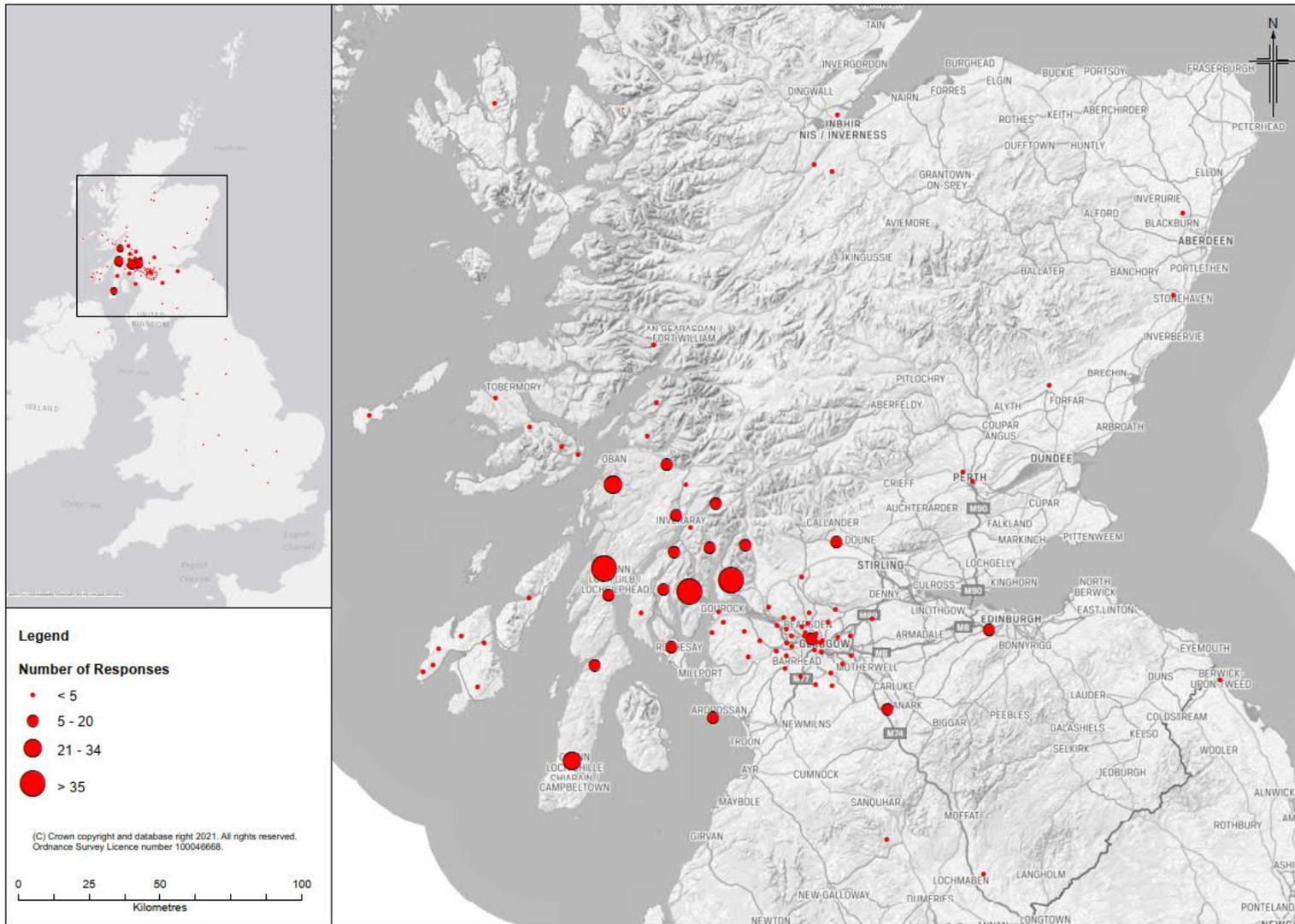


Figure 2.1: Geographic Spread of Feedback Received

3. How We Analysed Your Feedback

3.1 Feedback Submissions 'Coding'

3.1.1 All feedback received as part of the consultation process has been shared with the project team for their consideration and to inform the development of the ongoing assessment work. The chapter below explains the process the consultation team followed when analysing and interpreting the consultation responses.

3.1.2 As outlined in Chapter 1, respondents submitted feedback to the consultation through two main channels: the feedback form on the Transport Scotland website and the project email inbox. A small number of responses were provided via telephone or letter. All submissions received were logged and analysed by consultants on behalf of Transport Scotland.

3.1.3 In November 2020, the project website was updated with the issues and themes emerging from the early stages of the consultation analysis. This update can be seen in Appendix F.

3.1.4 The consultation questions were open in nature, asking respondents to comment on a number of areas relating to the project, the route corridor options and the consultation process. Email submissions varied from shorter emails (in some cases attaching copies of the completed consultation questionnaire) to longer letters and even detailed reports.

3.1.5 The feedback received was considered in detail through a process of qualitative analysis called 'coding', which involves reading each submission individually, identifying and categorising the points raised in feedback.

3.1.6 The type of feedback respondents were asked to provide and the way this has been analysed should be kept in mind when reading the summary of feedback received in the following chapters of this report.

3.2 What Coding Involves

3.2.1 Coding is the first stage in a thematic analysis of open text feedback. Each 'code' represents a particular concern, suggestion or other issue raised. Codes are grouped by theme (or 'category') into a structured list called the codeframe, designed to be as intuitive as possible to ensure that codes are applied consistently.

3.2.2 Coding is an iterative and collaborative process, with new codes being created and others renamed as the team of analysts come across new issues in responses. Analysts work together to ensure codes are applied consistently and accurately, including through quality checking of coding. The process involves a level of subjectivity and judgement by the analysts.

3.3 Use of Numbers and Charts in the Report

3.3.1 Chapters 4, 5 and 6 of this report summarise the feedback received to the consultation thematically. Numbers are sometimes used in these chapters in relation to the times a particular issue or opinion was raised in responses. These numbers come from the coding process outlined above. Once all feedback has been coded, looking at the number of times each code has been applied helps provide an impression of the issues raised most frequently in submissions.

3.3.2 This approach provided a way of structuring detailed qualitative feedback covering a range of different issues. However, a number of considerations should be kept in mind in relation to the use of numbers and charts in these chapters:

- Number of 'comments', 'respondents' and 'responses' are used interchangeably in the report to refer to the number of unique respondents (whether an individual or organisation) who raise a particular issue, i.e. if the same respondent raises the same issue multiple times in a single submission, it is only counted once.
- We aimed to pick up issues raised in as much detail as possible through the coding process. However, noting that the process of creating and applying codes involves judgement on the part of analysts, the issues summarised should still not be seen as a comprehensive account of all the comments in submissions or the exact number of times a particular issue was raised.
- Issues are often ordered by the number of times codes have been applied in the report. This is only intended to give an idea of the issues raised most often and should not be taken to imply any relative importance of these issues.
- To the extent that the number of respondents chose to comment on a given issue provides some indication of the importance attached to these issues among those who responded to the consultation, this cannot be taken to be representative of any wider population.
- When comments on issues within a given area are compared – for example support and opposition to route corridor options – it should be noted that these are not exclusive and one respondent may have commented on any number of the issues listed. This is particularly the case where numbers for comments are shown on charts.
- When numbers for comments (or issues) are compared in charts, it should also be considered that these have been identified from open text feedback (i.e. respondents were not asked to indicate whether or not they agreed with a predefined set of statements or options).
- Partly for the reason above, in almost all cases the number of comments/responses represented by a single code will always be a small proportion of the total number of responses. Again, this should not be taken as an indication of the importance of any one issue among those who responded to the consultation.
- The consultation material presented route corridor option 8 with two variations: 8A and 8B. In their responses, some respondents referred to route corridor option 8 without specifying variation A or B, whilst some respondents specifically referred to or described route corridor option(s) 8A and/or 8B in their comments. In order to reflect these distinctions as accurately as possible, the charts throughout this report depict the number of comments made about route corridor options 8A and 8B separately and are labelled accordingly. Where respondents made comments about route corridor option 8 without specifying variation A or B, these are reflected on the charts by the bars labelled as 8.

4. Views on Route Corridor Options

4.1 Introduction

4.1.1 Category 1 of the code frame (Sentiment) captured respondents' opinions on route corridor options, while Categories 3 and 4 were used to record the benefits and concerns respondents identified in relation to each option.

4.1.2 The analysis in this section compares statements of preference (including support and opposition) for route corridor options where this was clearly stated in responses, before looking at other statements of preference and comments on the benefits and concerns respondents associated with particular route corridors. It then outlines the suggested amendments to route corridor options suggested.

4.2 Opinions on the Route Corridor Options

Statements of Support and Opposition

4.2.1 The consultation response form did not ask respondents to state a preference or opinion on route corridor options. Where respondents clearly and explicitly stated that they supported or opposed a route corridor option, this was picked up in the analysis.

4.2.2 While analysing these statements of sentiment provides some indication of the relative support and opposition, it should be borne in mind that for the types of comments discussed in this section, the number of responses involved is a small proportion of the total number of responses and does not provide a complete picture of respondents' views on route corridor options.

4.2.3 For example, many respondents commented on the relative benefits or issues associated with different options (see Figure 4.2) without necessarily expressing a preference or support for any of the options in particular. Others commented on the need for improvements to the A83 Trunk Road in general, issues that the scheme should address, or factors that should be considered in route corridor selection (see Chapter 5), without referring to specific route corridor options.

4.2.4 Figure 4.1 below shows the relative support and opposition for each of the route corridor options, where this was stated. As for all charts involving route corridor options in this report, note that although route corridor option 8 had two variants (A and B), some respondents referred to route corridor option 8 without specifying further.

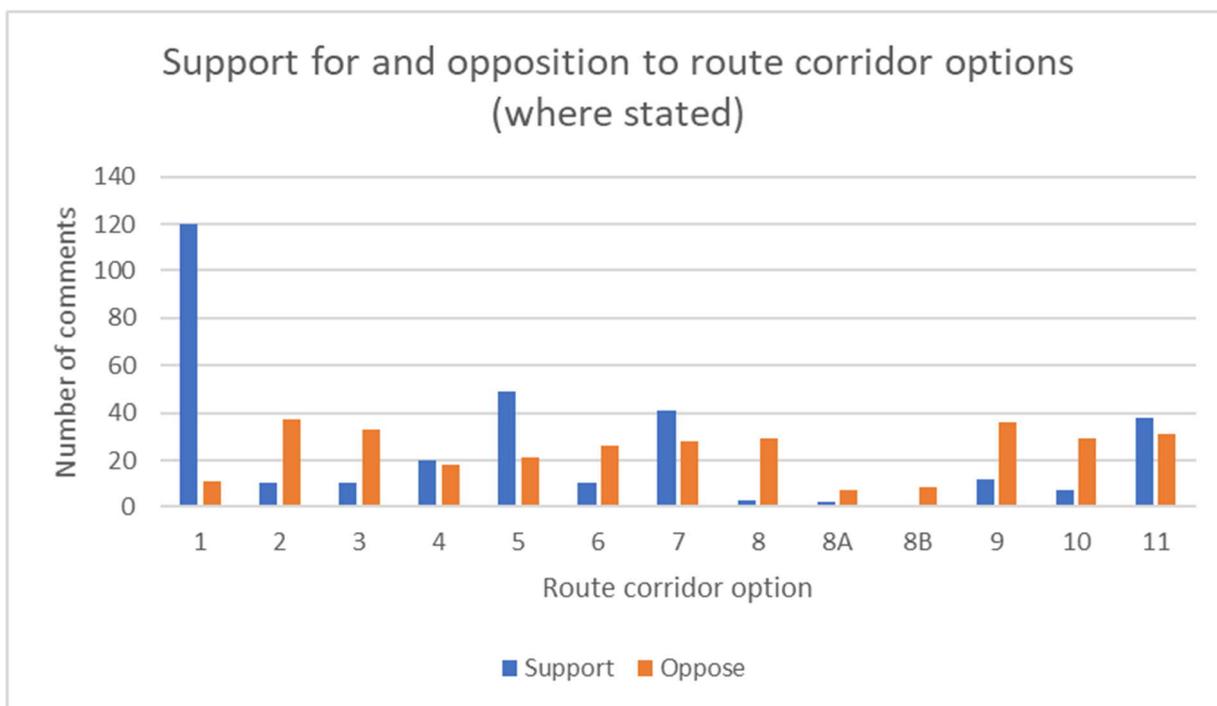


Figure 4.1: Support and opposition to route corridors where stated A correlating table can be seen in Appendix H.

- 4.2.5 Route corridor option 1 saw the highest proportion of supportive comments in responses and relatively little opposition. Route corridor option 5 also saw more statements of support than opposition, as did route corridor options 7 and 11, although to a lesser extent.
- 4.2.6 Route corridor options 2, 3, 8 (including 8A and 8B), 9 and 10 also appear to be less popular in this analysis, with more statements of opposition for these options than support.

Conditional Support for Options

- 4.2.7 Some respondents expressed support for route corridor options in a more conditional way – for example saying they would support the option if certain suggested amendments were made, or that it would be an acceptable solution if other, preferred options or suggestions were not taken forward.
- 4.2.8 Another type of conditional support or preference can be seen in respondents suggesting a multi-option approach, i.e. suggesting that two or more route corridor options should be implemented in combination. Figure 4.2 below shows the number of comments expressing these two types of conditional support for each route corridor option.

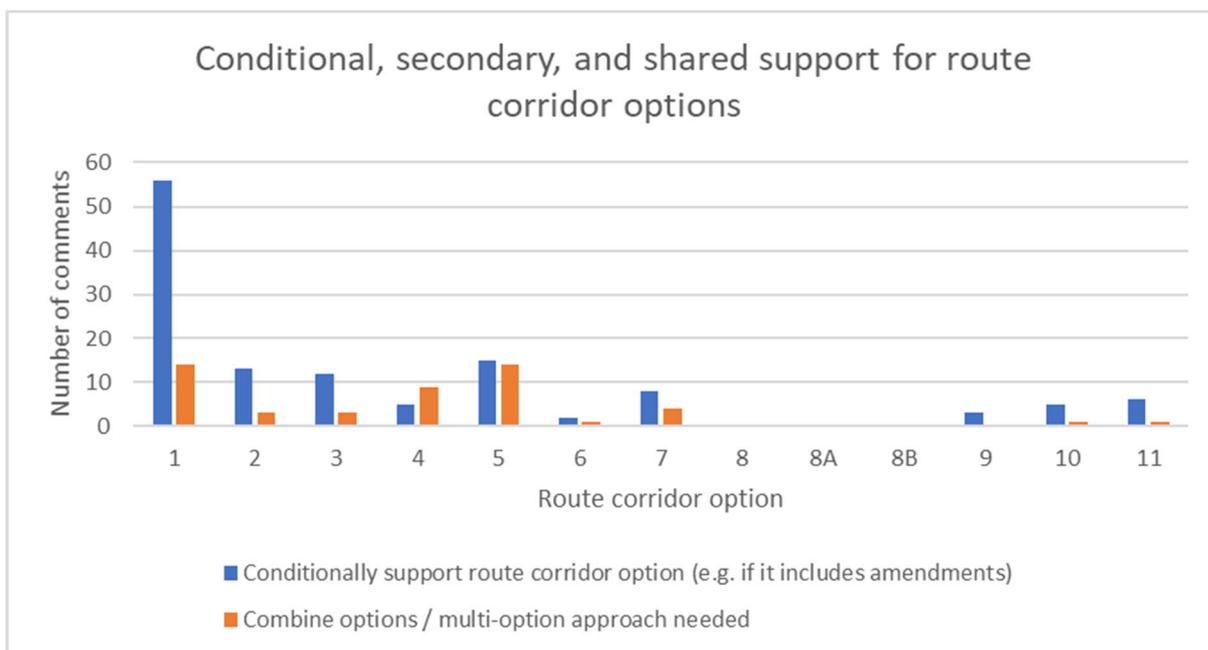


Figure 4.2: Conditional, secondary and shared support for route corridor options. A correlating table can be seen in Appendix H.

4.2.9 Route corridor option 1 saw the highest proportion of statements expressing conditional support, again considerably higher than for other route corridor options. The main caveats or conditions respondents attached to their support for route corridor option 1 included:

- suggested alterations to the current route of the A83 Trunk Road, including rerouting along the valley floor or the opposite (southern) side of the valley.
- focusing work on the stretch of the road that is impacted by landslips, implementing features such as avalanche galleries and tunnels. For further detail, see Section 4.3 of this chapter.
- the need for assurances that hillside is stable enough to withstand the impact of construction and will not lead to similar issues with landslides.

4.2.10 Route corridor options 2, 3 and 5 also saw a relatively high number of comments expressing conditional support. Caveats noted for route corridor option 5 included implementing this route in combination with another option, or suggested alterations to the route. Conditional support for route corridor options 2 and 3 was mainly in relation to the A82 Trunk Road being upgraded, with respondents stating that the A82 Trunk Road is currently not suitable for the additional traffic that would use the road if route corridor options 2 or 3 were chosen. Transport Scotland is developing a scheme to improve this part of the A82 and these comments have been shared with that project team.

4.2.11 Route corridor options 1 and 5 were mentioned most frequently in comments suggesting a multi-option approach. These two options were also the combination of options suggested most frequently in these comments (8 in total), followed by route corridor options 4 and 5 combined (6 comments).

Perceived Feasibility of Route Corridor Options

4.2.12 Respondents also commented on which options they perceived to be most practical, and which they felt were less viable or realistic.

- 4.2.13 As Figure 4.3 below illustrates, route corridor option 1 was identified as being viable or feasible in the highest number of comments. Route corridor options 2, 3 and to a lesser extent route corridor option 5 were also identified as being feasible in a relatively high number of comments.
- 4.2.14 Route corridor option 9 was identified as being unviable or unrealistic in the highest number of comments. A relatively high number of respondents viewed route corridor options 7 and 8 (overall) as unviable too, although Options 8A and 8B specifically were only mentioned in this way in a small number of comments.

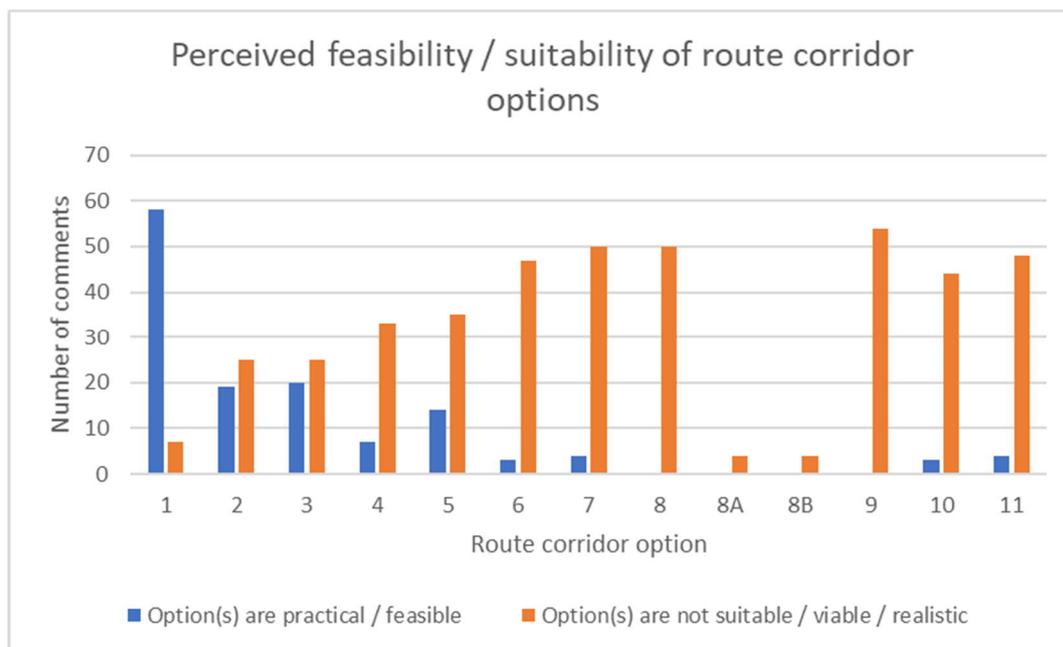


Figure 4.3: Perceived feasibility of route corridor options. A correlating table can be seen in Appendix H.

4.3 Key Benefits and Concerns in Relation to the Route Corridor Options

4.3.1 Benefits and concerns associated with route corridor options were identified in the same way as others during the coding process – i.e. the team would decide to create codes based on the number of times it and been raised and the extent to which it had been covered by other codes. Where appropriate, new codes were added in Categories 3 (Benefits) and 4 (Concerns) of the codeframe respectively.

4.3.2 Since many of these were raised in relation to various route corridor options, comparing the number of comments relating to each option allows for some comparison of the way options were perceived in light of some of the issues discussed most in responses. However, it should not be taken as an exhaustive account of the comments on each option.

4.4 Benefits Identified in Relation to Route Corridor Options

4.4.1 Of the benefits or positive outcomes mentioned in responses that were picked up in our analysis, a number of these are mentioned most often in relation to route corridor option 1.

4.4.2 As Figure 4.4 illustrates, route corridor option 1 is particularly viewed as being the cheapest (or most cost-effective) option, as well as the quickest and simplest to implement.

4.4.3 The other benefits which are most frequently attributed to route corridor option 1 include that this option:

- would most effectively address the issues affecting the existing route (particularly landslides affecting the Rest and Be Thankful).
- utilises existing roads to a greater extent.
- provides for the shortest route (or the least change to the existing one).
- would be less disruptive
- would have less impact on the environment.

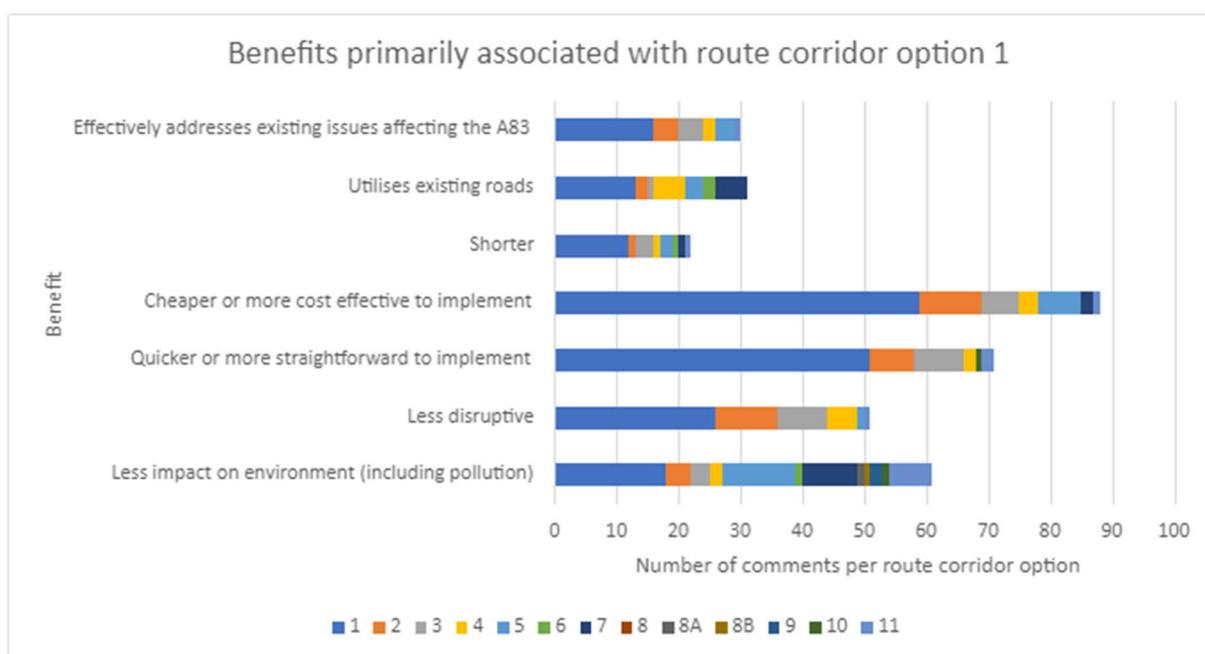


Figure 4.4: Benefits primarily associated with route corridor option 1 A correlating table can be seen in Appendix H.

4.4.4 While there were more comments relating to route corridor option 1 for most of these benefits, the figure above shows that they were also mentioned in relation to almost all other route corridors.

4.4.5 In particular, route corridor options 2 and 3 were identified as being quicker, cheaper and less disruptive in a relatively high number of comments, while route corridor option 4 was identified as utilising existing roads and being less disruptive. A relatively high number of respondents thought route corridor options 5 and 7 would have less impact on the environment as well.

4.4.6 While listed separately here to allow comparison, some of these benefits were frequently mentioned together in responses, suggesting that respondents viewed these as interrelated. For example, the fact that a route corridor option would involve using existing roads was often cited as a benefit on the grounds that this would make it quicker and/or cheaper to implement as well as less disruptive.

The extent to which other perceived benefits are mentioned in responses varies more by the route corridor option identified. As Figure 4.5 illustrates, benefits around access and connectivity, benefits to specific areas (including tourism and local economy) and journey times are more often associated with route corridor options 5, 7 and 11 (usually in that order).

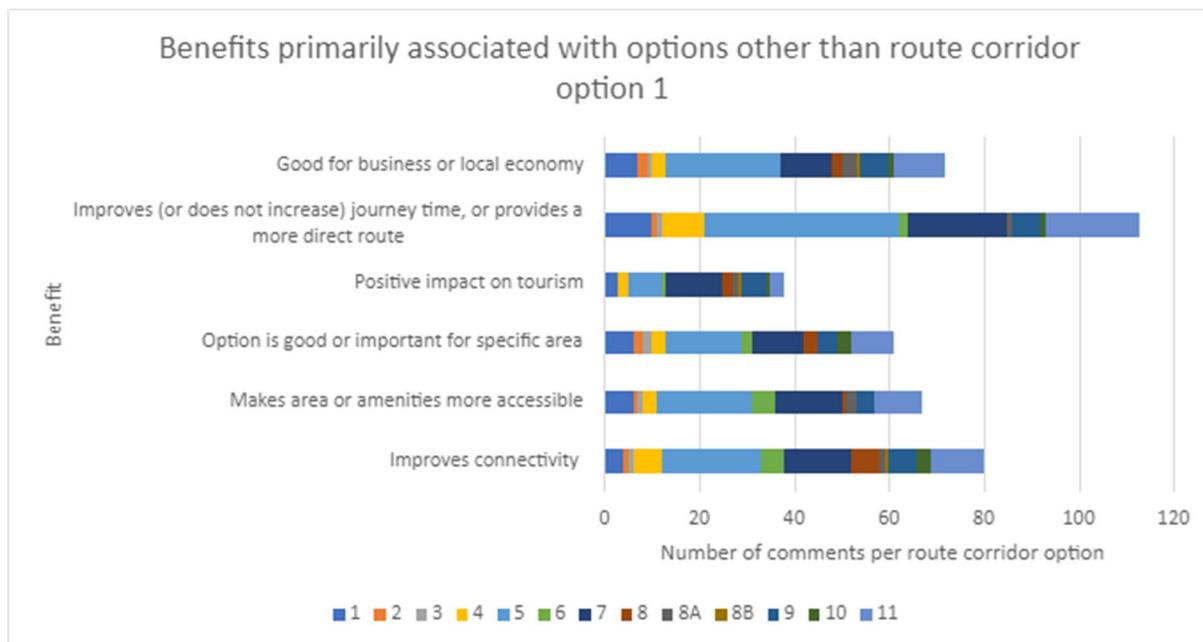


Figure 4.5: Benefits primarily associated with options other than route corridor option 1.. A correlating table can be seen in Appendix H.

4.4.7 As number of other benefits associated with route corridor options were mentioned by a smaller number of respondents. These include:

- reducing congestion - attributed to route corridor options 5 and 7 in the highest number of comments (6 comments each).
- supporting future development in an area, including housing and infrastructure – most often attributed to route corridor options 5 (7 comments) and 7 (5 comments).
- allowing for potential future links to Northern Ireland – most often mentioned in relation to route corridor option 7 (6 comments).

4.5 Concerns in Relation to the Route Corridor Options

4.5.1 Whilst there was some variation in the most frequently mentioned issue for each route corridor option, respondents expressed a similar number of concerns about all route corridor options, with only route corridor option 1 receiving noticeably fewer comments of this nature. Figure 4.6 below shows the total number of comments about any concerns or negative outcomes that were picked up in our analysis, broken down by route corridor option. It should be noted that this chart only includes comments about concerns or negative outcomes that were made in relation to specific route corridor options.

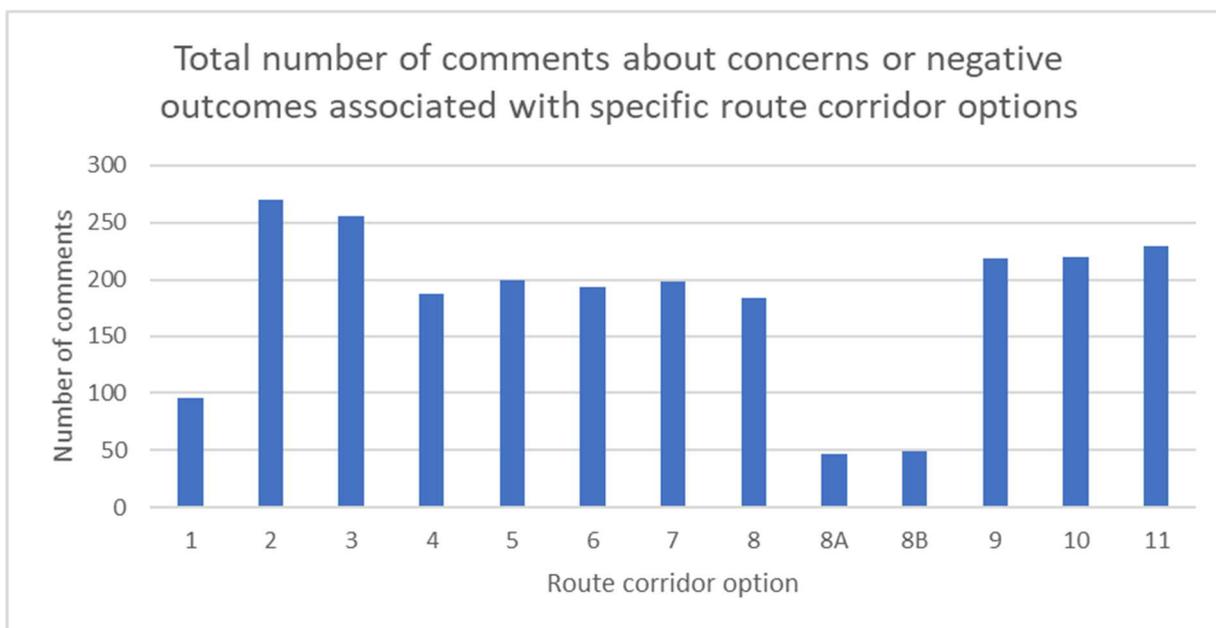


Figure 4.6: Total number of comments about concerns or negative outcomes by route corridor options.

4.5.2 As Figure 4.6 illustrates, most comments relating to concerns or negative outcomes picked up in our analysis were made about route corridor option 8 (including 8A and 8B, where this was specified), route corridor option 2 and route corridor option 3.

4.5.3 Of the concerns that were attributed to route corridor option 8 overall (including 8A and 8B, where specified), the most frequently raised issues include respondents feeling that this option would:

- cost a lot to implement or would not be cost effective (42 responses).
- increase (or not improve) journey times and distance (34 responses).
- negatively impact on the quality of life of communities in affected areas (20 responses).

4.5.4 Route corridor options 2 and 3 also saw a high number of respondents expressing concerns about increased journey times and/or distance (34 responses each) and increased traffic (50 and 48 responses respectively). Many respondents also stated that route corridor options 2 and 3 involve the use of roads that are not fit for purpose, or that would need upgrading in order to cope with additional traffic (64 and 63 responses respectively).

4.5.5 The analysis that follows in this section focuses on specific concerns raised by respondents, and how these comments were distributed across the proposed route corridor options.

4.6 Concerns about Feasibility and Effectiveness

4.6.1 Other concerns raised in submissions related to the perceived feasibility of route corridor options, particularly in relation to construction. Though respondents differed in what they felt the purpose of the scheme should be (further analysis on this can be found in chapter 5), many respondents also expressed concerns about the potential effectiveness of the proposed route corridor options.

4.6.2 Key issues commented on by respondents relating to themes of feasibility and effectiveness include concerns that the option(s) would:

- involve the use of other roads that are not fit for purpose or would require upgrading
- cost a lot of money to construct, or would not be cost effective
- require extensive or complex engineering
- take a long time to complete / implement
- increase traffic or add burden to other roads
- increase, or would not improve, journey time and associated costs
- experience the same issues as, or would not resolve issues with, the current route

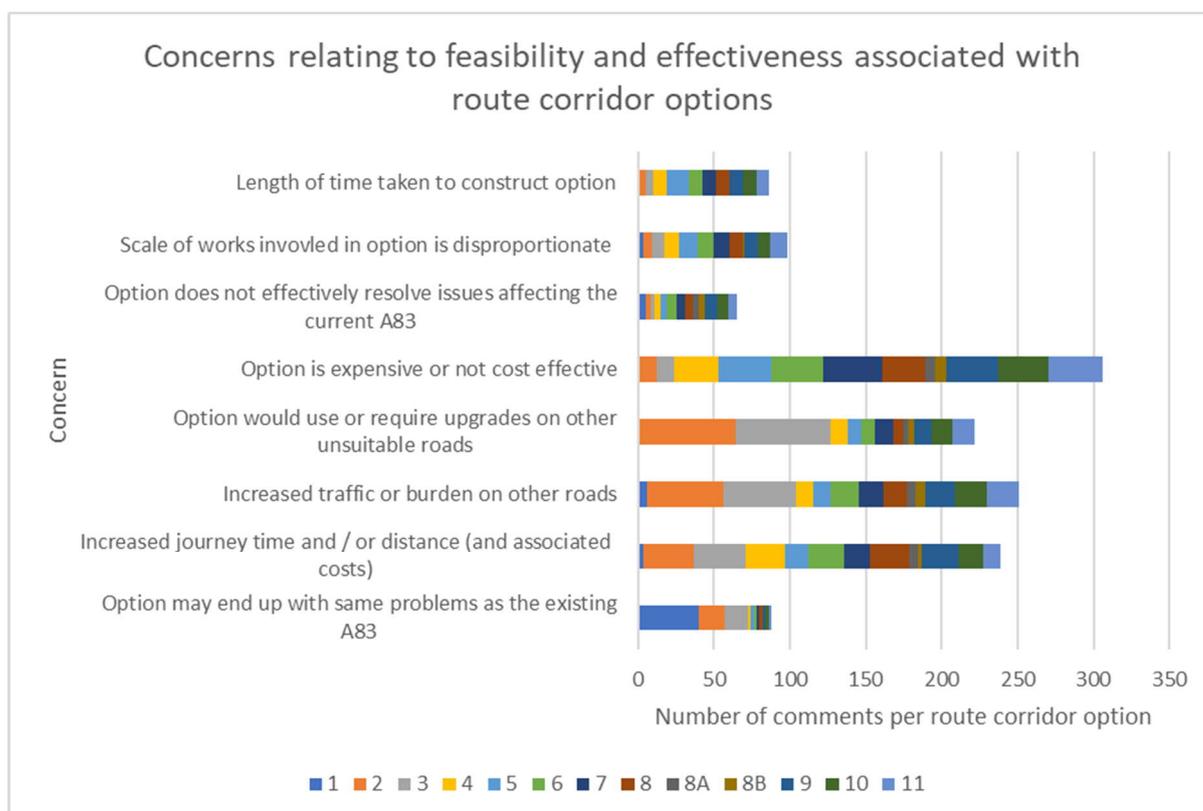


Figure 4.7: Concerns relating to feasibility and effectiveness associated with route corridor options. A correlating table can be seen in Appendix H.

- 4.6.3 As Figure 4.7 shows, respondents expressed concerns about the perceived feasibility and effectiveness of all proposed route corridor options.
- 4.6.4 Concerns about increased traffic and the suitability of other roads involved in proposed route corridors were raised most frequently for route corridor options 2 and 3. A large number of these comments were made in relation to the A82 Trunk Road, which many respondents were not aware of the planned Transport Scotland scheme and stated as being in need of an upgrade. Respondents also felt that route corridor options 2 and 3 would not improve (or would increase) journey times and associated costs with 34 mentions for each option, though this issue was also raised in connection with all other routes.
- 4.6.5 Comments about the scale of works proposed, costs involved, and time taken to complete the project were primarily raised in association with route corridor options 4 – 11. This is likely because these options involve the construction of fixed links. These particular concerns were

also frequently mentioned together in responses, suggesting that many respondents felt that these issues were connected.

4.6.6 Route corridor option 1 received a smaller proportion of comments about concerns or negative outcomes in comparison to other routes. However, concerns about the new route experiencing the same issues as the current route were most frequently attributed to route corridor option 1. The same concerns were raised about route corridor options 2 and 3, although to a lesser extent.

4.6.7 Route corridor option 1 also received the highest number of comments (11) regarding concerns about the impact of construction on, for example, hillside stability.

4.6.8 A smaller number of respondents also commented on other issues related to the feasibility and effectiveness of route corridor options, including:

- necessary design constraints provided by the Ministry of Defence (MOD) due to the proximity of some routes to MOD facilities
- the impact of adverse weather conditions on proposed route corridors
- fixed links interfering with marine vessel traffic
- safety – mostly attributed to Options 2 and 3 (9 comments each). Some of these comments about safety expressed concern about increased road traffic accidents.

4.7 Impacts on Communities and the Environment

4.7.1 Several respondents expressed concerns about the potential negative impact that they felt proposed route corridor options would have on communities, economic factors, and the environment.

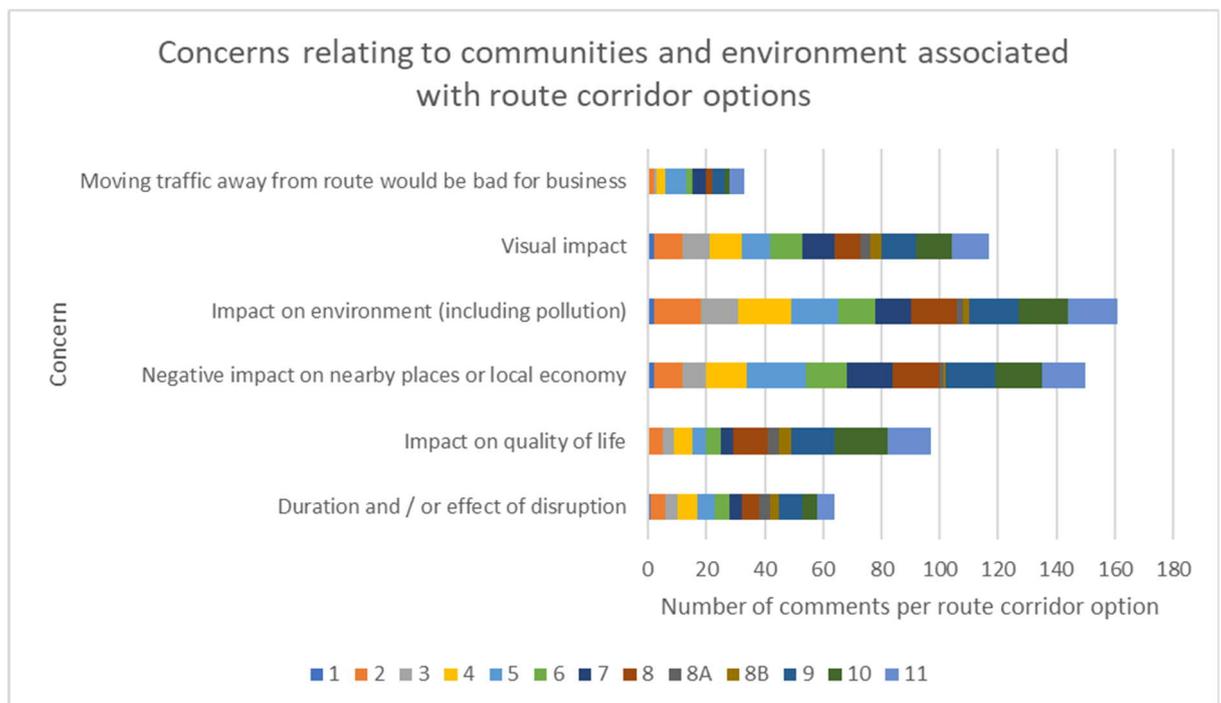


Figure 4.8: Concerns relating to communities and environment associated with route corridor options. A correlating table can be seen in Appendix H.

- 4.7.2 Figure 4.8 illustrates that respondents felt communities would be most adversely impacted by route corridor options 8 (including 8A and 8B where specified), 9, 10 and 11 in terms of quality of life. Some of these respondents expressed the view that new roads – including increased access for tourists – would ruin the small community feeling or tranquillity of villages and towns in these route corridors.
- 4.7.3 Some respondents felt that options would have a negative impact on nearby places by either cutting them off, or by having an adverse effect on businesses, jobs and/or the local economy. For example, some respondents expressed concerns about jobs in the ferry industry being impacted by new fixed links. Similarly, some respondents (22 total) stated that moving traffic away from the existing route would be bad for businesses relying on passing trade.
- 4.7.4 Concerns about the environmental impact were raised by many respondents, both in terms of the construction works and the resulting impact of increased traffic and journey times. These types of comments were mostly made about route corridor options 2 – 11, with only 2 respondents expressing these concerns about route corridor option 1.
- 4.7.5 The potential visual impact of some options was also perceived as a negative outcome for some respondents, with several submissions stating that the natural beauty of these areas would be affected.
- 4.8 Specific Feedback on Route Corridor Options
- 4.8.1 Thirty six respondents provided specific feedback on route corridor option designs, based on their local knowledge. Examples of feedback given include:
- Comments about the height of any bridges necessary to allow marine traffic to pass.
 - Information about hillside terrain, such as forestry or soil water retention.
 - Lack of available space to widen roads or build bridges.
- 4.8.2 Other concerns that were raised in a small number of comments included that:
- The proposed plans offer no resilience or alternative if the A82 Trunk Road or A83 Trunk Road are closed.
 - Improvements will involve legal processes, such as land purchase.
 - Protecting the A83 from landslides would not be prioritised if a new route is chosen.
 - Options could reduce access to public transport.
 - Options would be less likely to be used.
- 4.9 Suggested Amendments to the Route Corridor Options
- 4.9.1 When providing feedback on route corridor options, many respondents offered suggestions as to how these could be amended. In addition to these suggestions, some respondents also provided reasons why they believed their amendment would be more practical or beneficial. To capture these comments, a specific category of the code frame (Category 5 – Suggested amendments) was created, with codes being added where the same or very similar comments were made by multiple respondents.
- 4.9.2 This section of the report highlights the suggestions made most frequently by respondents in

relation to route corridor options.

4.9.3 Suggested amendments were most often made as general comments or made in relation to the existing A83 Trunk Road, rather than being linked to a specific route corridor option. The chart in Figure 4.9 only includes comments that were made in relation to specific route corridor options.

4.9.4 The most frequently mentioned suggestions include:

- Alternative locations for links, bridges or the route;
- Tunnel(s);
- Viaducts / elevated roads; and
- Roof / canopy structure.

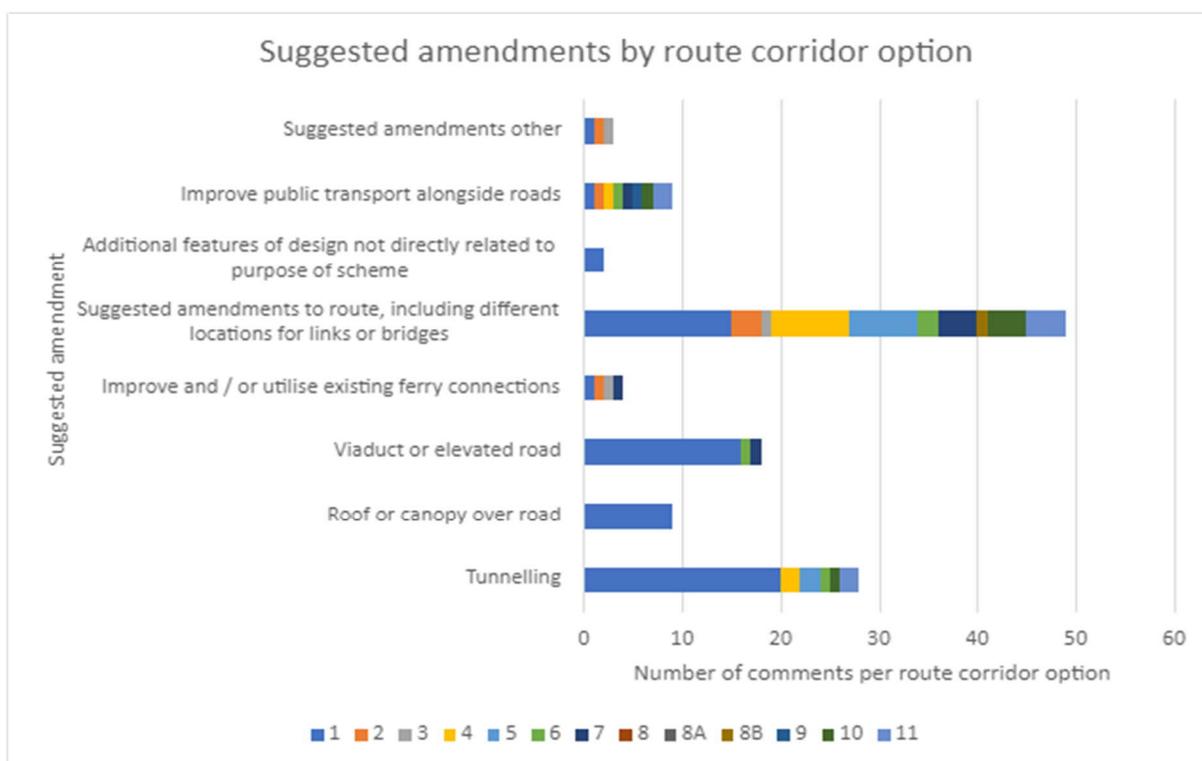


Figure 4.9: Suggested amendments by route corridor option . A correlating table can be seen in Appendix H.

4.9.5 As the chart shows, where suggested amendments were clearly linked to route corridor options, suggestions were made most frequently about route corridor option 1. The most frequently made suggestions for route corridor option 1 include:

- A tunnel (20 comments)
- A viaduct or elevated road, for example through the valley (16 comments)
- Suggested alternative location or alignment of the route (15 comments)

4.9.6 After route corridor option 1, options 4 and 5 also received the highest number of suggestions for alternative locations for links, bridges or routes, with options 8 and 7 comments respectively.

- 4.9.7 A smaller number of respondents also made the following suggestions in relation to specific route corridor options:
- Planting trees to reduce impact of landslides
 - Repurposing the existing route (e.g. as a tourist or walking / cycling only route)
- 4.9.8 Comments suggesting alternative measures that do not refer to specific route corridor options are covered in the following chapter.

5. Views on the Scheme (or Need for Improvements) Overall

5.1.1 Whether in addition to, or instead of commenting on particular route corridor options, many respondents commented on the scheme or improvements to the A83 Trunk Road more broadly in submissions.

5.1.2 These comments - where no explicit reference was made to a particular route corridor option – included:

- Comments on priorities and considerations for the chosen route corridor option, or the scheme more generally.
- Comments on current issues affecting the A83 Trunk Road and other contextual issues around the need for improvements.
- Suggestions for additional or alternative measures and improvements needed.
- Comments on wider issues and other matters less directly related to the scheme and the consultation.

5.2 Priorities and Considerations for the Scheme Overall

5.2.1 In addition to highlighting current issues with the existing route of the A83 Trunk Road, many comments in submissions highlighted particular considerations or priorities they felt should be considered in the selection of a route corridor option or in future design and assessment work for the scheme.

5.2.2 Although the scheme objectives were not stated in the public consultation material, some respondents also suggested what they believed the objectives should be or at least the factors that be prioritised in selecting a route corridor option.

5.2.3 While Question 1 of the consultation questionnaire asked respondents to comment on issues or constraints that they felt should be taken into consideration, these comments were made in response to other questions (notably Question 4) and in responses that did not follow the structure of the questionnaire (including emails and letters).

5.2.4 Category 2 of the codeframe (Considerations) was developed to capture these comments and suggestions in our analysis. It should be noted that although issues in this section are sometimes referred to as ‘priorities’, as with other categories or themes these codes were not applied exclusively, i.e. the same respondent could have raised any number of the issues being discussed.

Most Frequently Raised Considerations and Priorities

5.2.5 As Figure 5.1 below illustrates, the most frequently stated priorities or considerations for the scheme were that it should:

- Go through a particular area or address a specific issue (see below for more explanation and examples).
- Provide a long-term solution to existing issues.
- Put a solution in place quickly.
- Improve reliability, resilience, and/or safety of the existing route.
- Have a minimal impact on the environment.

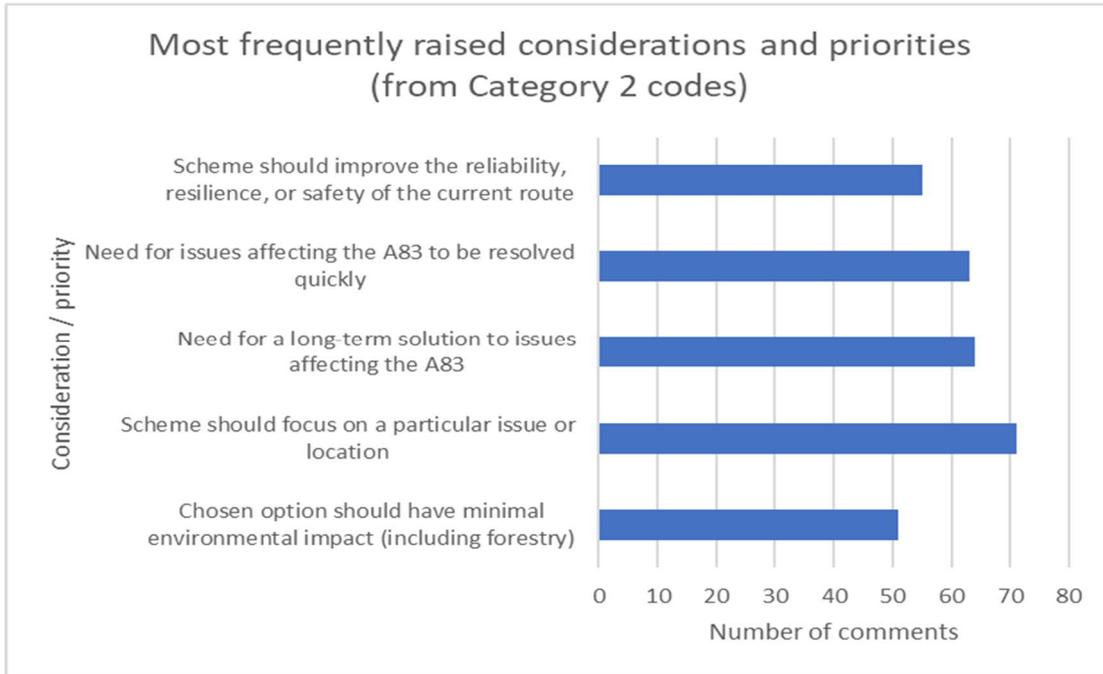


Figure 5.1: Most frequently raised issues and priorities (from Category 2 codes)

5.2.6 A number of themes can be identified in the priorities and considerations highlighted overall, which are explored in the rest of this chapter.

Connectivity

5.2.7 Many of the considerations highlighted in responses related to different aspects of connectivity. As Figure 5.2 shows, this includes the need to improve the existing route as providing additional connectivity with other areas.

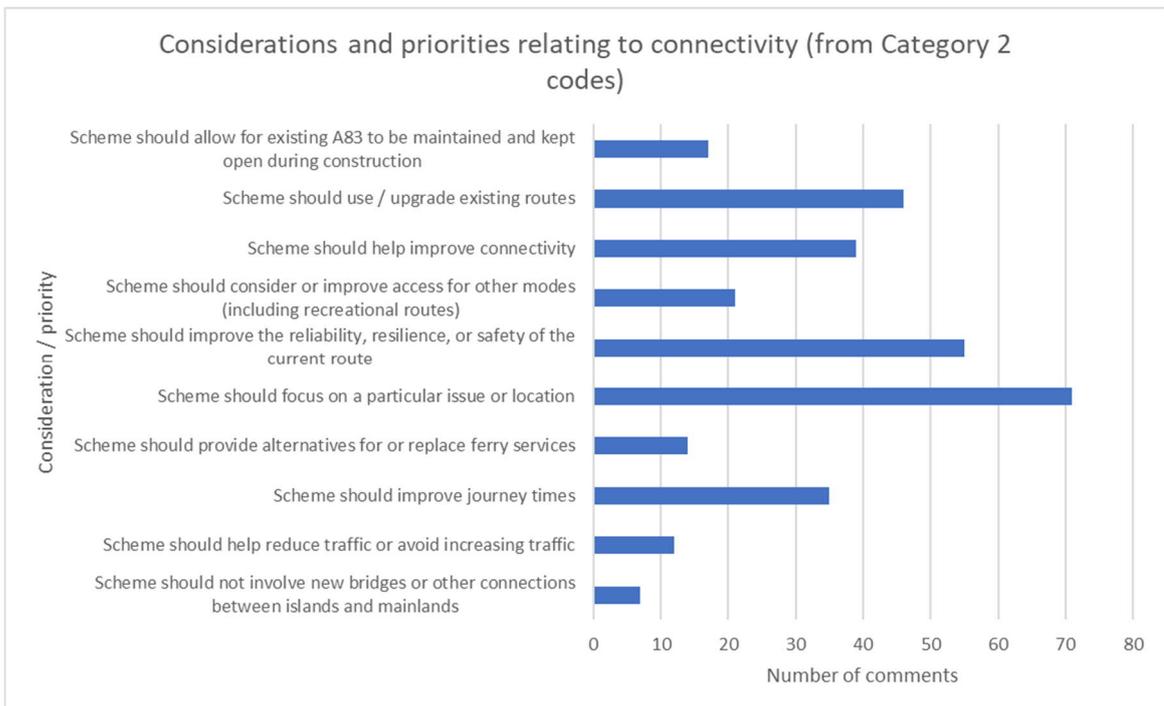


Figure 5.2: Issues and priorities relating to connectivity (from Category 2 codes).

- 5.2.8 Many respondents (71 in total) stated that they felt that the scheme should go through a certain location, address a specific issue, or provide links between particular places, although clearly this code covers a number of different issues and locations. The Rest and Be Thankful – and landslides at this location – was mentioned most frequently, followed by more general references to the existing A83 Trunk Road route. Other places mentioned in comments included Argyll, Cowal, Dunoon, the Cowal Peninsula, Lochgilphead and Kintyre.
- 5.2.9 Respondents also underlined the need to improve the reliability, resilience and safety of the current route, often highlighting the disruption experienced when the current route is closed to emphasise this point. These respondents also commented on resilience in terms of adverse weather conditions and climate change, landslides, road closures, and improving the reliability of existing transport links.
- 5.2.10 Other priorities and considerations raised in relation to the existing route include that the scheme should:
- Make use of existing routes as far as possible to minimise cost and impact.
 - Reduce traffic and improve journey times.
 - Make provision for the existing A83 to be maintained (if another route is developed) and kept open during construction.
- 5.2.11 Thirty nine respondents also commented on the need for the scheme to improve connectivity more broadly, i.e. by improving access for different areas and communities. A smaller number highlighted the need to consider improving access for other modes such as walking, cycling and horse riding. The need to consider recreational routes (as well as access) for these modes was also mentioned in some of these comments.
- 5.2.12 Fourteen respondents felt that the scheme should help provide alternatives to ferry services or even replace these with a more reliable connection. By contrast, others expressed the view that the scheme should not involve any new bridges or connections between islands and the mainland, expressing concern about the impacts these would have on island communities.

Time and cost

- 5.2.13 Respondents commented on how they felt the scheme should be delivered with regard to the timescale and cost of improvements. Figure 5.3 below shows the number of times some of these issues were raised.

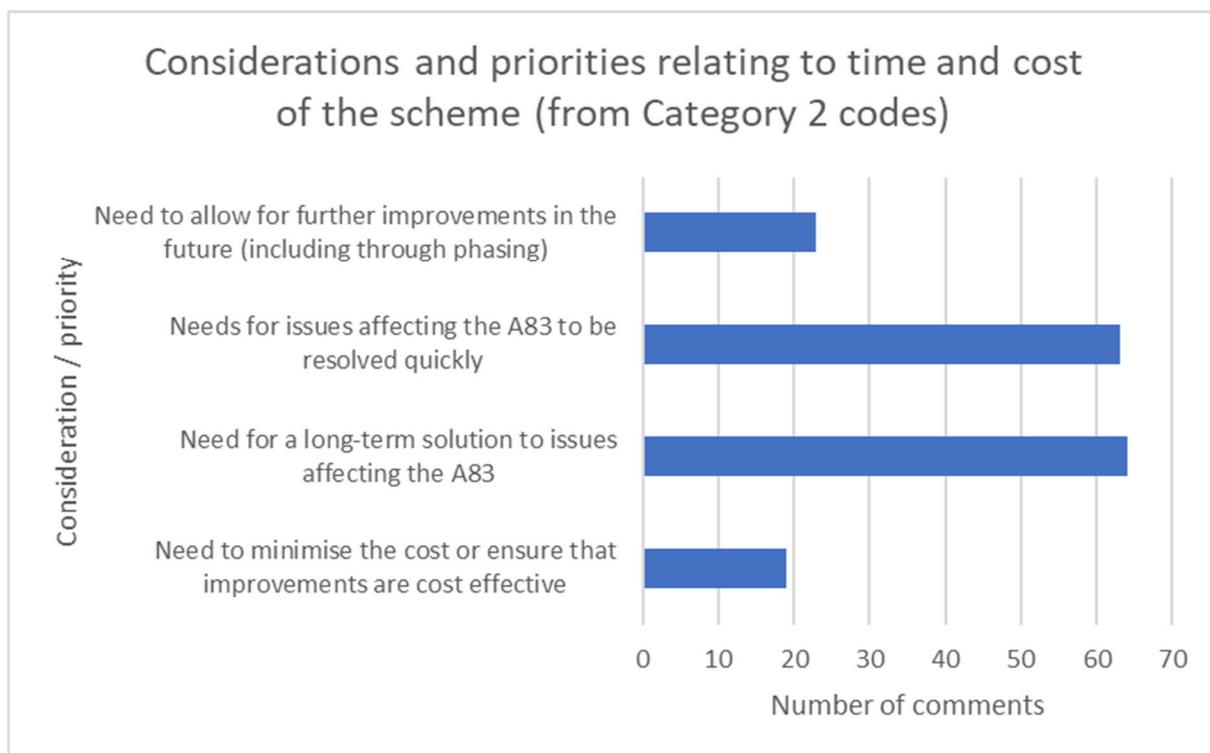


Figure 5.3: Considerations Issues and priorities relating to the cost of the scheme (from Category 2 codes).

- 5.2.14 Sixty three respondents made statements relating to the urgency of the scheme, commenting that a solution or alternative to the existing route is needed quickly. A similar number of respondents commented on the need for a long-term solution to the issues affecting the A83 Trunk Road or suggested that too much money had been spent on shorter-term measures that did not sufficiently address the issues on the route.
- 5.2.15 Twenty three respondents suggested that the scheme should allow for phasing or future improvements to be made. These comments included suggestions that improvements could focus initially on addressing issues with the current route, while allowing for further connections and wider reaching improvements in the future. Some comments on phasing also suggested implementing a combination of route corridor options over time, as outlined in Chapter 4 above.
- 5.2.16 Finally, 19 respondents stated that the costs of the project should be minimised, either suggesting that the cheapest or most cost-effective route should be chosen or that the chosen route should be implemented with minimal cost.

Minimising (Environmental) Impacts

- 5.2.17 A number of the considerations and priorities highlighted in responses related to the need to minimise the potential impacts of the scheme, particularly environmental impacts. These are shown in Figure 5.4 below.

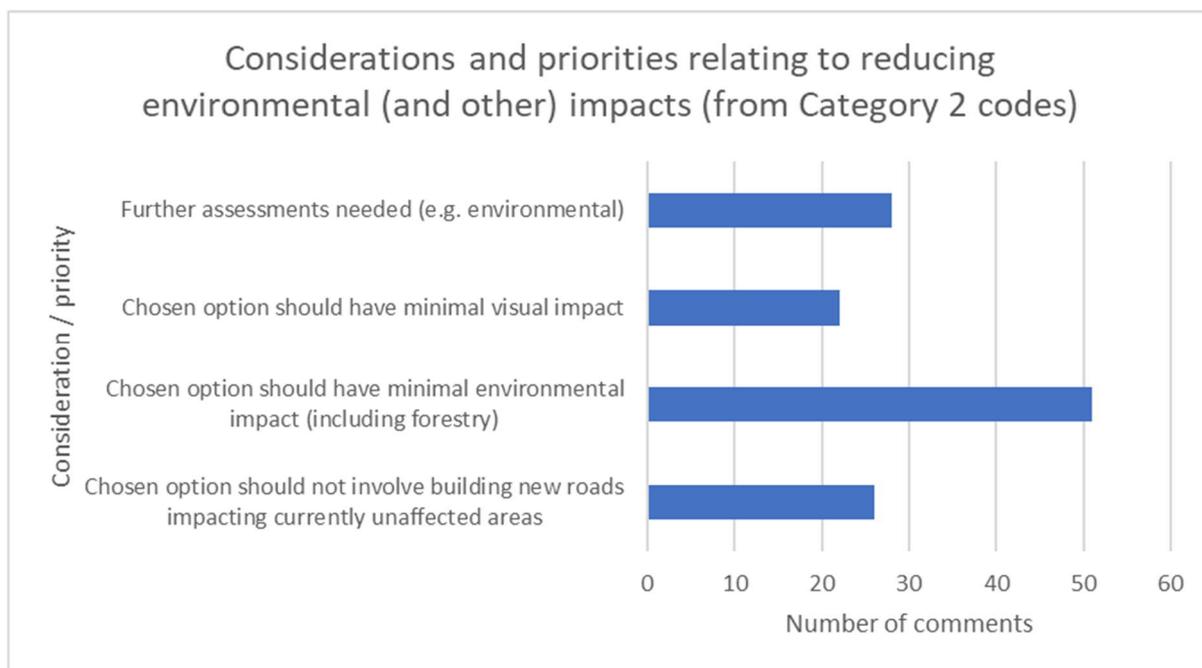


Figure 5.4: Priorities and considerations around reducing environmental (and other) impacts (from Category 2 codes).

- 5.2.18 Fifty one respondents stated that the chosen option should have minimal impacts on the environment, in some cases underlining the need to avoid or mitigate any impacts on forestry in particular.
- 5.2.19 Some respondents also felt that the potential impact on the visual landscape should be taken into account, expressing the view that the natural beauty of the area should be preserved and respected in the design of the scheme. A smaller number of respondents expressed the related but more specific view that the chosen option should not involve building new roads that would impact 'wild' areas or those currently not impacted by roads.
- 5.2.20 Respondents also expressed the view that more assessment was needed on specific aspects of the scheme, in terms of potential environmental impacts as well as other specific aspects of the scheme. Areas highlighted for further assessment and consideration included:
- Environmental assessments – for example a geomorphological survey, Habitat Regulations appraisal, and assessment of issues such as hydrology and the scope for NetZero CO2 and biodiversity net gain as part of the scheme.
 - Access needs and demand in relation to non-motorised traffic (including walking, cycling and horse riding) and how these can be taken into account.
 - Traffic assessment including demand forecasting.
 - Cost-benefit assessment - including the need to consider whole life costs and economic impacts.
 - Potential impacts on local communities.
 - Cultural heritage assets and features.
 - Climate change resilience and adaptation (including 'Peak oil').

Economic Implications

- 5.2.21 With regard to the economic implications of the scheme, some respondents expressed concern about the potential impact on towns and villages along the current route of the A83 Trunk Road if a replacement route corridor is chosen that does not pass through them. Respondents highlighted that many businesses and local economies are dependent on the connectivity provided by the existing route and stated that the chosen option should not bypass these communities. Specific communities mentioned include Inveraray, Arrochar and Cairndow.
- 5.2.22 Other respondents felt that the scheme should bring wider benefits to Argyll and Bute, including supporting local economies through improved access (29 respondents).

5.3 Suggestions

- 5.3.1 While many of the suggestions put forward in responses focused on amendments or additions to particular route corridor options (see Chapter 4 above), in some cases respondents suggested measures without explicitly or clearly linking these to any of the proposed route corridor options. The main suggestions picked up in our analysis are shown in Figure 5.5 below.

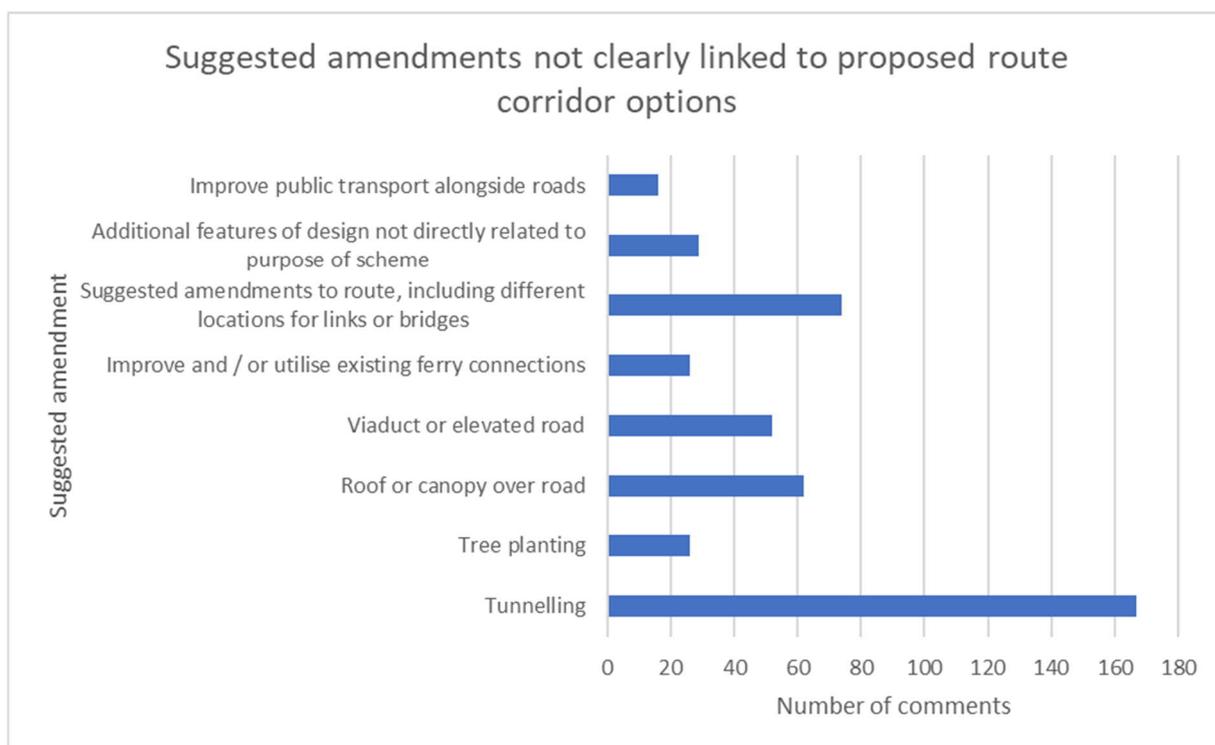


Figure 5.5: Suggested amendments not clearly linked to specific route corridor options.

- 5.3.2 As Figure 5.5 above illustrates, the suggestion raised most frequently was the use of tunnelling for parts of the existing route of the A83 Trunk Road where it is vulnerable to landslides, with some respondents querying why this has not been mentioned in relation to any of the options presented. This and other measures to increase the safety and resilience of the existing route were also often suggested in relation to Option 1 (see Chapter 4, above). Similar measures suggested included:

- Roofing, canopy or other type of barrier and covering to protect the road from landslides in areas at greatest risk.

- 'Open tunnels' or galleries, with some respondents referring to countries like Norway where this type of approach is commonplace on routes through similar topography.
- Viaduct(s), or other forms of elevating the road so that landslides can safely pass underneath.

5.3.3 Other suggestions in relation to the scheme as a whole included:

- Planting trees – either to reduce the visual impact of the corridor through screening or to help secure the hillside above the road.
- Restriction of sheep and goat grazing to certain areas – again to help secure the land on the hillside above the road.
- Measures to make the existing route better able to accommodate heavy vehicles, including climbing lanes or a ramp.

5.3.4 Some of the suggestions put forward related to other modes of transport alongside improvements to the A83 Trunk Road corridor. These included:

- Increased frequency or reliability of ferry services - including comments that corridors involving crossings should utilise existing ferry connections.
- Suggestions to improve public transport provision alongside improvements to the A83 Trunk Road.
- Suggestions that the existing A83 Trunk Road could be repurposed as a recreational route if no longer needed (including designating it for walking and cycling or as a tourist route).

5.3.5 Respondents also suggested additional features less directly related to the purpose of scheme that they feel would complement any route corridor improvements. These included:

- Safe laybys and passing places.
- Traffic calming measures along the route.
- Charging points for electric vehicles.
- A visitor centre.
- Camping facilities.

Reasons and Justifications Given for Suggestions

5.3.6 When providing suggestions, some respondents gave reasons as to why they felt that their amendments should be considered or implemented. The most commonly cited reasons given, that were not made in relation to a specific proposed route corridor option, are shown in Figure 5.6 below.

5.3.7 These justifications relate to both reducing the impacts and disruptions of improvements as well as the timescale and cost, with reducing cost cited most often.

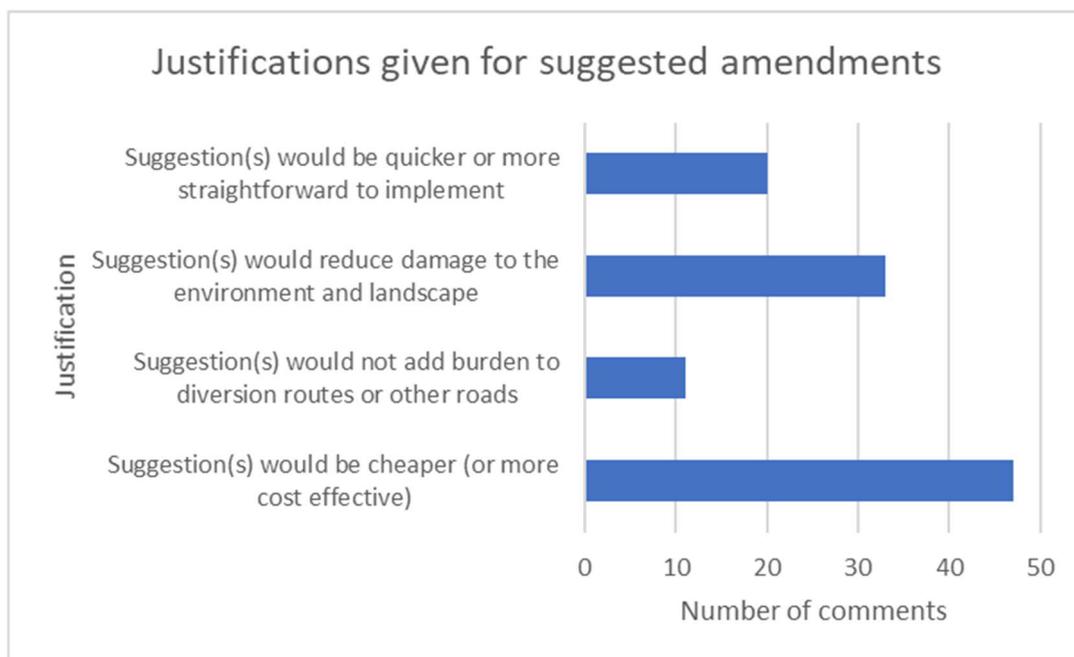


Figure 5.6: Justifications given for suggested amendments.

5.4 Comments on Issues Currently Affecting the A83 Trunk Road

5.4.1 Many respondents highlighted current issues affecting the route of the A83 Trunk Road in their submissions, often to support the suggestions and considerations raised above. These include:

- Disruption and delay caused by closures and the impact this has on local businesses as well as residents and through-traffic. Some respondents note their experiences of inconvenience and disruption to journeys.
- Road safety issues – mainly in relation to landslides, but also flooding and congestion. Respondents also mention that routes like the A815 are dangerous because the road is narrow and winding.
- The need for improved access to healthcare and other services in Glasgow and other bigger towns and cities from the wider region.

5.5 Other Comments

5.5.1 In addition to the considerations and priorities summarised earlier in this chapter, respondents also highlighted various aspects of Scottish and UK Government policy that they felt should be taken into account in any proposals. This included the Scottish Government's Policy on Control of Woodland Removal and Road Safety Framework and the UK Forestry Standard. More generally, the Scottish Government's commitment to tackling climate change was underlined in some submissions too.

5.5.2 Many respondents also included contextual and supporting information in their responses. These comments included:

- Contextual information about a particular local area – usually to support points made in relation to route corridor options (as summarised above in Chapter 4).
- Background information about the individual or organisation responding – for example the relevant qualification and experience of an individual or the role and priorities of an organisation.

- Explanation of the way a response had been written, including assumptions and criteria for comparing different route corridor options – particularly for submissions taking the form of longer reports.
- Information about a respondent's travel habits – for example noting that they use certain routes frequently for commuting or to visit family.
- Outline descriptions of route corridor options before comparing benefits and disadvantages of different options.

6. Comments on the Consultation Process

6.1 Consultation and Engagement Questions

6.1.1 Two of the consultation questions focused on consultation and engagement and a total of 507 respondents commented on this area. Category 6 of the code frame (Consultation Process) was developed in order to capture the issues raised in these comments.

6.1.2 Question 2 invited respondents to suggest groups or organisations they felt should form part of the engagement and consultation process. In total, 128 respondents suggested an organisation or group, with examples including councils, community groups, local tourism organisations and non-motorised user (NMU) groups.

6.1.3 Question 3 invited respondents to comment on a number of aspects of the consultation process:

- the suitability of the digital format for virtual sharing of information about the project.
- the suitability of email and telephone as means of contacting the project team during the consultation.
- suggestions for alternative methods of communication or engagement.

6.1.4 The majority of the comments summarised in this section were made in response to Question 3. However, respondents who did not use the consultation questionnaire also commented on these aspects of the consultation process and the numbers stated in this summary include comments from all submissions.

6.2 Methods of communication

6.2.1 A total of 248 respondents overall felt that the methods of communication used were good or suitable. Of those respondents, some elaborated on this, saying that alternatives would be costlier and/or slower, while other respondents liked the convenience of being able to access the information at any time. Some comments also stated that the form was easy to use and available to a wide audience.

6.2.2 A further 27 respondents felt that the communication methods used were suitable for the current climate, in that the digital format was Covid-safe, but felt that face-to-face communication methods would be more welcome for future projects.

6.2.3 A total of 12 respondents felt that the methods of communication used were poor or not suitable. Respondents who elaborated further to voice specific concerns covered a variety of issues, which will be discussed in greater detail below. Of the 12 respondents who made more generalised comments, some felt that the technical jargon made the language inaccessible to many, while others felt that the wide-ranging choice of options was too complex for discussion via email or telephone.

6.3 Consultation Materials and Information

6.3.1 In responses to Question 3, as well as submissions which did not follow the consultation questionnaire, some respondents also commented on the consultation materials provided.

- 6.3.2 One respondent commented that the visual materials were very helpful. Nineteen respondents felt that the visual materials were not suitable. One of the main issues cited by these respondents was the size or scale of the maps, which several respondents felt were misleading, lacking in detail, too small, or unclear.
- 6.3.3 A further 14 respondents also felt that the consultation information was in too many places and reported difficulties in finding the relevant web pages and information. These respondents commented that they felt that the platform was not user-friendly and required a lot of clicking backwards and forwards to view information contained in different PDF documents, or sub-sections of the website.
- 6.3.4 Some respondents felt that the information provided during the consultation was insufficient. A total of 59 respondents made comments of this nature, often saying that further information should have been available regarding costs, environmental impact, and the rationale behind the options presented. Some of these respondents also commented that information presented was not clear enough to be easily understood.
- 6.3.5 In addition, 28 respondents reported having issues with either the PDF or Word versions of the consultation form, with many of these respondents opting to send emails instead. Issues raised by these respondents included:
- Not being able to type in the relevant box(es).
 - Not being able to comment on individual route corridor options.
 - Character limits when typing, preventing the respondent from writing their submission in full.
- 6.4 Suggestions for future communications
- 6.4.1 Question 3 invited respondents to suggest alternative methods of communication, should they have felt that these would have proven more effective in engaging with stakeholders. Respondents offered a range of suggestions, of which the most frequently occurring are shown in Figure 6.1 below.

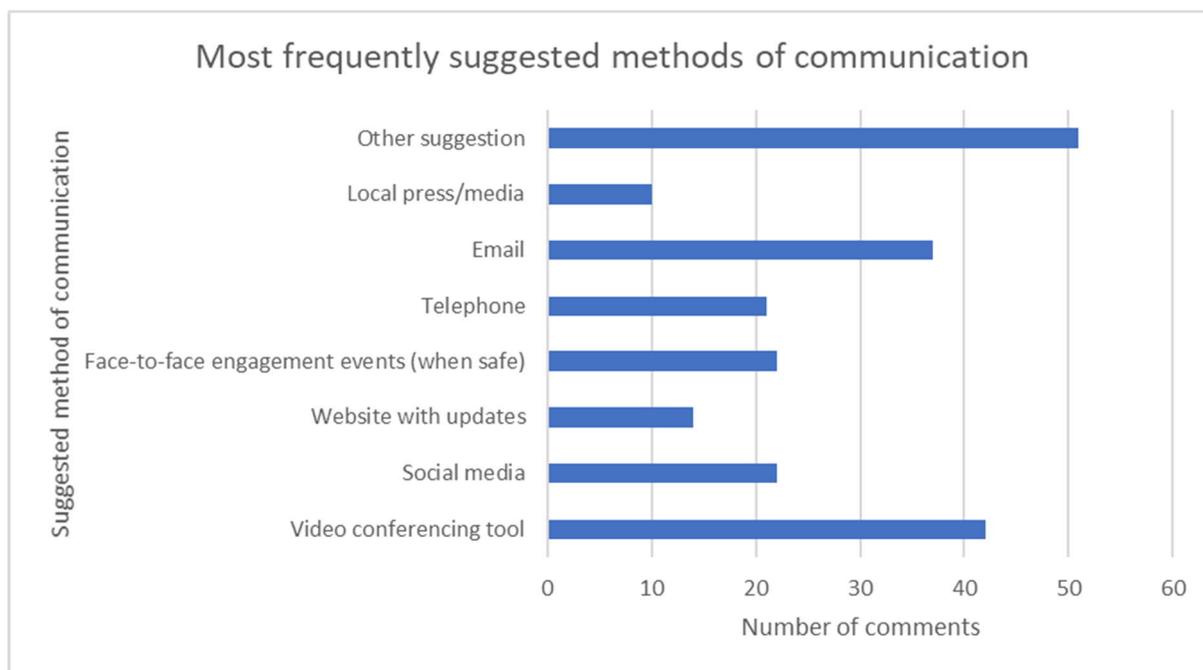


Figure 6.1: Most frequently suggested methods of communication.

6.4.2 As Figure 6.1 illustrates, the most frequently suggested method of communication and engagement was video conferencing tools or software, such as Skype or Zoom.

6.4.3 Fifty one respondents suggested other methods of communication, with examples including:

- Regular podcasts;
- Chat rooms;
- Focus groups/market research meetings/Q&A sessions;
- Presentations or videos; and
- Community noticeboards/signage in target areas.

6.4.4 Some respondents also highlighted telephone and email as effective forms of communication (21 and 37 respondents respectively). These respondents made comments in support of these methods and suggested that the use of telephone and email should be continued in future consultations.

6.5 Other Comments and Concerns

6.5.1 In addition to the themes discussed above, respondents raised various other issues regarding the consultation process.

6.5.2 Accessibility was a key theme for these comments and was included in 35 responses. These respondents raised concerns that some stakeholders may be unable to participate, namely the elderly or those without internet access or basic computer knowledge/literacy.

6.5.3 A further 31 respondents felt that more engagement was required, with some commenting that the lack of sufficient engagement meant that many people were not aware of the consultation and were therefore unable to participate fully or give informed feedback on the route corridor options.

- 6.5.4 Some respondents also questioned the influence of the consultation, expressing scepticism as to whether feedback from the form would be considered in the decision-making process. Comments of this nature arose in 21 responses.
- 6.5.5 Conversely, some submissions included more positive statements. A total of 31 respondents made comments in support of the consultation process in general as an effective way to consider the range of options, although these comments did not directly refer to the communication methods used.
- 6.5.6 Other specific areas respondents requested information on included:
- Infrastructure development and maintenance.
 - The consultation website (updates, accessibility, etc.).
 - Other potential solutions to the Rest and Be Thankful (e.g tunnels, canopies) and why these were not pursued.
 - The physical environment (e.g hillside stability).
- 6.5.7 In addition, 28 respondents included references to other strategies or reports, usually in the context of engineering, or drawing on the conclusions of said reports to discuss the potential implications of the various options on the local environment.
- 6.5.8 A total of 21 respondents simply responded 'no' to Question 3, whilst a further 50 responses included other comments related to the consultation process which could not be accurately captured using the other codes in the group. These comments were wide-ranging, with topics covered including:
- General concerns about the planning and consultation process.
 - Cost-effectiveness of the consultation.
 - The tendering process.
 - Political influences on the scheme.
 - Comments (both positive and negative) about Transport Scotland and their role.

7. Responses to Questions and Issues Raised

- 7.1.1 The Access to Argyll and Bute (A83) public consultation provided members of the public and interested groups an opportunity to give feedback on the proposed route corridor options.
- 7.1.2 Some direct questions were raised by respondents during the consultation within their feedback submission. They were captured as part of the analysis through a dedicated code (613) – see Appendix G – and the responses are given below.
- 7.1.3 Overall, 11 queries concerned the theme of alternative suggestions, six queries concerned corridor options, five queries concerned the consultation process, one query concerned the environment, one query concerned landscape and visual, one query related to the Ministry of Defence and one on the planning process.
- 7.1.4 A number of the queries relating to the consultation process reflect the unique circumstances around consultation as a result of Covid-19 restrictions. The feedback will be considered and is addressed below.

Table 7.1: Responses to Questions and Issues Raised

Questions Raised During Public Consultation	Response
Q1. Are there plans to have roadshows in communities directly affected by these proposals?	A1. The interim public consultation was the first stage of engagement to take place up in the run-up to Spring 2021 when a preferred route corridor is expected to be announced. Our aim was to start early engagement on the different corridors to gather feedback and collect data for each of the corridor options as well as giving people the opportunity to highlight any local constraints and issues that they felt we should consider. We will continue to look for feedback from stakeholders but the current Government Covid-19 guidelines restricting physical meetings mean that this engagement for this project is likely to be undertaken virtually for the foreseeable future.
Q2. Is there any way you could make the consultation site more accessible for mobile phones?	A2. The Transport Scotland website is designed to be accessible across different platforms including mobile phones. We will continue to improve access to our public consultation materials, based on feedback from respondents.
Q3. Route corridor options 1, 2 & 3 still mean that part of the existing road will be used, which is still subject to occasional landslips. Do the other options imply that the Rest road will always continue to be maintained also?	A3. The existing A83 Trunk Road serves both long distance strategic traffic movements and more local journeys, facilitating access by residents, businesses and other road users. Regardless of which corridor option is selected as the preferred option there will be a need to ensure that access is maintained to the local area that is currently served by the A83 Trunk Road through Glen Croe. Once a preferred corridor is identified, further assessment work will be undertaken to identify how the existing road at the Rest and be Thankful forms part of resilient access routes into Argyll and Bute.

Questions Raised During Public Consultation	Response
Q4. Has the development/improvement of existing pier/ferry infrastructure been considered in the proposals?	A4. The development/improvement of existing pier/ferry infrastructure is not considered as part of the eleven route corridor options. Options surrounding the development / improvement of existing harbour/ferry infrastructure have been identified, and are being considered, as part of the second Strategic Transport Projects Review (STPR2) currently being undertaken.
Q5. Some routes do not seem to enable easy access to Oban i.e. via Otter Ferry, as this results in having to drive up the Kintyre peninsula. Will more road improvements be needed for that?	A5. The Access to Argyll and Bute (A83) project is considering resilient and sustainable access to Argyll and Bute and finding a long-term solution to the issues at the Rest and Be Thankful. The initial stages involve looking at where the road should go and what form the route should take considering the eleven corridor options consulted on. We are also gathering information and considering feedback received through the consultation about the wider road network within Argyll and Bute and this may inform further work.
Q6. Are you trying to open up Kintyre down to Campbelltown?	A6. The Access to Argyll and Bute (A83) project is being progressed under Transport Scotland's second Strategic Transport Project Review (STPR2). This takes a national overview of the transport network with a focus on the regions. The STPR2: Initial Appraisal: Case for Change - Argyll & Bute Region document considers in particular the problems and opportunities facing Argyll and Bute and within this document there are National and Regional Sub-Objectives stated which are broad. As part of considering resilient and sustainable access to Argyll and Bute and finding a long-term solution to the issues at the Rest and Be Thankful, which is considered a top priority, the route corridor options include some that provide more direct access across to Lochgilphead and the Kintyre peninsula, reflecting that there may be benefits for some traffic from a different access to Argyll and Bute compared to the existing A83. The implications of this is being considered as part of the route corridor assessment work.
Q7. I have heard many discuss the option of a bridge through the Rest & be Thankful - has this been considered and discounted due to geotechnics?	A7. An option which included lengths of bridges was considered previously as part of the A83 route study undertaken in 2013 and discounted at that time in favour of the programme of measures that continue to be implemented. Due to the significance of recent landslide events and related disruption during the summer and autumn 2020, and the need to consider the options for alternative infrastructure options for the A83, the current work will include reconsidering an option that includes lengths of bridges/viaducts within Corridor 1 at Glen Croe, in addition to a range of other potential options.
Q8. More information on bridges or tunnels at the Rest as it is now - I have heard some talk about these options why are they not being considered?	A tunnel option was considered previously as part of the A83 route study undertaken in 2013 and discounted at the time in favour of the programme of measures that are currently being implemented. Due to the significance of landslide events and related disruption during the summer and autumn 2020, and the need to consider alternative options for the A83, the current work will include reconsidering a tunnel option within Corridor 1 at Glen Croe, in addition to a range of other potential options.

Questions Raised During Public Consultation	Response
Q9. Is there any funding or infrastructure support available from the MOD - Option 11 would mean the building of spans across the water access to both Faslane and Coulport bases?	A9. We will consider funding options as we progress through the project development. There are a range of options available for funding road projects depending on the cost of the project and we will consider the funding option that is most appropriate.
Q10. Has a sub-parallel route on the west slopes of Glen Croe (Option 1B?) ever been considered?	A10. An option that followed the south-west side of Glen Croe was considered previously as part of the A83 route study undertaken in 2013 and discounted at the time in favour of the programme of measures that are currently being implemented. Due to the significance of landslide events and related disruption during the summer and autumn 2020, and the need to consider alternative options for the A83, the current work will include reconsidering options that are located on the south-west side of Glen Croe within Corridor 1, in addition to a range of other potential options.
Q11. What road network considerations on all other options would be given to outlying areas (road maintenance) connecting to new trunk road layouts?	A11. Maintaining access to the trunk road network for residents, businesses and other road users is an important consideration in the overall development of a scheme. This will form part of the more detailed route assessments to be undertaken once a preferred corridor has been identified. Further consultation with the public and stakeholders will help inform future design work, including junctions with other roads and access to land and property if existing access provision needs to be amended.
Q12. I personally believe that (a) a Canopy or (b) preferably a Tunnel would have resolved this ongoing problem which seems to have gone on for 11 years and involved three different contracts. Response?	A12. A tunnel option and a debris shelter option were both considered previously as part of the A83 route study undertaken in 2013 and discounted at the time in favour of the programme of measures that are currently being implemented. Due to the significance of landslide events and related disruption during the summer and autumn 2020, and the need to consider alternative options for the A83, the current work will include reconsidering a tunnel option and a debris shelter option within Corridor 1 at Glen Croe, in addition to a range of other potential options.
Q13. Why is there no proposal to build a tunnel in Glen Croe?	A13. A tunnel option was considered previously as part of the A83 route study undertaken in 2013 and discounted at the time in favour of the programme of measures that are currently being implemented. Due to the significance of landslide events and related disruption during the summer and autumn 2020, and the need to consider alternative options for the A83, the current work will include reconsidering a tunnel option and a debris shelter option within Corridor 1 at Glen Croe, in addition to a range of other potential options.
Q14. Have the reasons for not building a tunnel or covered road on or close to the current road ever been published?	A14. A tunnel option and a debris shelter option were both considered previously as part of the A83 route study undertaken in 2013 and discounted at the time in favour of the programme of measures that are currently being implemented – see response A12. The specific reasons for not taking forward these options at that time was stated in the 2013 report which is available on the Transport

Questions Raised During Public Consultation	Response
	<p>Scotland website at https://www.transport.gov.scot/projects/a83-improvements/project-details/#42601.</p>
<p>Q15. Is there tree planting taking place on the north-east hill side at present?</p>	<p>A15. We are progressing a programme to proactively plant trees on the hillside to help reduce the risk of landslides in the area. Land purchase at the Rest and Be Thankful has been concluded and Transport Scotland is working with Forestry and Land Scotland to reintroduce the required local provenance native vegetation on the hillside. Work is now underway to erect deer fences to protect the trees when planting starts later in 2021.</p>
<p>Q16. I would like more information as to why the stability of the hillside is so fragile now. Speaking to elderly residents, I understand this area of hillside was never forested (I had previously thought removal of trees had caused the instability).</p>	<p>A16. The geomorphological characteristics of the hillside, together with historical records, indicate that these slopes have a long history of instability. The failures which have occurred in recent years have often been triggered by particularly intense rainfall events, sometimes in combination with periods of heavy rain in the preceding days. Records indicate that the rainfall in the west of Scotland has increased in recent years, both in terms of total precipitation and increased frequency and severity of particularly intense rainfall events. Once a failure has occurred, the surrounding ground can be left with less support, and potentially over steepened. These factors combine to make the remaining deposits more susceptible to instability during a subsequent rain event. Also, small failures can result in some water channels taking different routes locally down the hillside, and these changes to the drainage pathways can result in an increased frequency of failures.</p> <p>The extended period of disruption since August 2020 has occurred because a debris failure passed through a much greater thickness of soil, thereby destabilising a much greater volume of material than is usually the case. Soil movements here are easily triggered by limited amounts of rainfall and the safety first approach is being used with regard to A83 and OMR operation while the relationship between rainfall and movement is being investigated through extensive 24/7 monitoring.</p>
<p>Q17. Option 5: It would also provide an opportunity to consider if a rail link could accompany the road as the Glasgow - Fort William line passes through Garelochhead and runs up Loch Long?</p>	<p>A17. Improvements to the rail network within Argyll and Bute are not being considered as part of the eleven route corridor options. Broad options surrounding the extension of rail within Argyll and Bute have been identified, and are being considered, as part of the second Strategic Transport Projects Review (STPR2) currently being undertaken.</p>

Questions Raised During Public Consultation	Response
<p>Q18. There is no evidence readily available on the consultation website to advise how the alternative route corridors were selected for consultation, will this be provided?</p>	<p>A18. Information about the corridor options, including how they were identified is available on the consultation page of Transport Scotland's website at https://www.transport.gov.scot/publication/project-corridor-options-access-to-argyll-and-bute-a83/ and is summarised below.</p> <p>The Glen Croe route corridor (route corridor 1) was identified in the 'A83 Trunk Road Route Study, Part A - A83 Rest and Be Thankful' Report, published in 2013. This route corridor currently provides an access route into Argyll and Bute and within the corridor there are options available to improve the existing road or provide off-line routes to address the landslide risk.</p> <p>The Glen Kinglas and Glen Fyne route corridors (route corridors 2 and 3) were identified in the 'A83 Trunk Road Route Study, Part A - A83 Rest and Be Thankful' Report, published in 2013. These route corridors are considered to offer a potential alternative access route into Argyll and Bute bypassing the main landslide risk area on the A83 Trunk Road at the Rest and be Thankful. For traffic travelling to/from the south this would also involve travelling along the A82 Trunk Road north of Tarbet..</p> <p>The A82 – Cowal – Cairndow route corridor (route corridor 4) was identified in the 'A83 Trunk Road Route Study, Part A - A83 Rest and Be Thankful' Report, published in 2013. This route corridor is considered to offer a potential alternative access route into Argyll and Bute bypassing the main landslide risk area on the A83 at the Rest and be Thankful and connecting to the main route to the central belt, the A82.</p> <p>The A82 – Cowal – Lochgilphead route corridor (route corridor 5) was initially identified by the Cowal Fixed Link working group and was subsequently considered as a potential route corridor by Transport Scotland's Strategic Transport Projects Review team. This route corridor is considered to offer a potential alternative access route into Argyll and Bute by bypassing the main landslide risk area on the A83 at the Rest and be Thankful and connecting to the main route to the central belt, the A82.</p> <p>The Inverclyde – Cowal – Cairndow / Lochgilphead route corridors (route corridors 6 and 7) were initially identified by the Cowal Fixed Link working group and was subsequently considered as a potential route corridor by Transport Scotland's Strategic Transport Projects Review team. These route corridors are considered to offer a potential alternative access route into Argyll and Bute bypassing the main landslide risk area on the A83 at the Rest and be Thankful to provide access to the central belt via Inverclyde and the A78 Trunk Road and M8 motorway.</p>

Questions Raised During Public Consultation	Response
	<p>The North Ayrshire – Cairndow via Colintrave or Dunoon route corridors (route corridors 8a and 8b) were identified by Transport Scotland’s Strategic Transport Projects Review team. These route corridors are considered to offer a potential alternative access route into Argyll and Bute bypassing the main landslide risk area on the A83 at the Rest and be Thankful to provide access to the central belt via North Ayrshire and the A78 Trunk Road.</p> <p>The North Ayrshire – Cowal – Lochgilphead route corridor (route corridor 9) was initially identified by Transport Scotland’s Strategic Transport Projects Review team. This route corridor is considered to offer a potential alternative access route into Argyll and Bute bypassing the main landslide risk area on the A83 at the Rest and be Thankful to provide access to the central belt via North Ayrshire and the A78 Trunk Road.</p> <p>The Helensburgh – Cowal – Cairndow / Lochgilphead route corridors (route corridors 10 and 11) were identified by the Cowal Fixed Link working group and has subsequently been considered as a potential route corridor by Transport Scotland’s Strategic Transport Projects Review team. These route corridors are considered to offer a potential alternative access route into Argyll and Bute bypassing the main landslide risk area on the A83 at the Rest and be Thankful and connecting to the main route to the central belt, the A82 via the A814 from Helensburgh.</p>
<p>Q19. Would it be possible to use original colour versions of the OS map sections with corridor and sub-corridor lines shown more clearly?</p>	<p>A19. Every effort is made to publish maps / drawings that are easily interpretable by the general public during consultations.</p> <p>When publishing any drawings for future public consultations and consideration by the general public we will continue to consider how best to display information, including use of colour OS mapping to ensure that it is easily interpretable by the general public.</p>
<p>Q20. Could you not publish a document with maps embedded in the text which would be much easier to follow?</p>	<p>A20. Every effort is made to publish maps / drawings and supporting text that is easily interpretable by the general public.</p> <p>When publishing any maps / drawings / other information for future public consultations and consideration by the general public we will continue to consider how best to display these including a document with maps and embedded text.</p>
<p>Q21. Could you set up a Facebook (Twitter etc) page with the information for public view? Bear in mind that many of us in the Highlands and Islands do not have fast broadband to join online discussion groups etc.</p>	<p>A21. Transport Scotland currently promotes consultations through both Facebook and Twitter social media platforms to increase awareness of these consultations and encourage engagement.</p> <p>Transport Scotland is also committed to sending out hard copies of any consultation material in order to address issues where the public’s access to broadband may be limited.</p> <p>The interim public consultation was conducted online due to Covid-19 restrictions which meant we were unable to hold traditional face-to-face meetings/briefing events. We will continue to improve our online engagement channels and respond to feedback from participants.</p>

Questions Raised During Public Consultation	Response
<p>Q22. Why has there not been a compulsory purchase of land to minimise time spent on legal issues and payments to landowners?</p>	<p>A22. Compulsory Purchase of land is often necessary for the delivery of complex projects. The power to use CPO for the Scheme is set out in Roads (Scotland) Act 1984 but it is not a power that can be used lightly or quickly.</p> <p>The tests for CPO are set out in Scottish Government Policy Documents. The document Compulsory purchase orders: core principles, 31 July 2018 states that:</p> <p>"...Scottish Ministers will only confirm a CPO if the proposer has fully demonstrated that they:</p> <p>Have considered all other options; and</p> <p>Can evidence that they have engaged, or attempted to engage with those affected by the proposed development, unless the proposal is critical to national infrastructure, and</p> <p>Can clearly evidence the public interest in the proposal and any social, economic and environment benefits and that they outweigh the rights of the land owners affected..."</p> <p>This position is supplemented in the document Compulsory purchase orders and acquiring authorities: guidance on CPO use, 26 April 2018 which states at section 2.3:</p> <p>"...Acquiring authorities should [therefore] be able to explain why they consider that:</p> <p>The purposes for which land is to be acquired are sufficiently important to justify the deprivation of property or interference with possession which the compulsory purchase of land entails;</p> <p>The land in question is needed for the proper delivery of those purposes;</p> <p>A less intrusive measure could not have been used for those purposes; and</p> <p>A fair balance has been struck between the rights of the individuals affected and the interests of the community..."</p> <p>The aforementioned document can be accessed via this link: https://www.gov.scot/publications/compulsory-purchase-orders-core-principles/</p> <p>It is not possible to prepare and publish a draft Compulsory Purchase Order (CPO) at this early stage of scheme development. The design and assessment of a scheme needs to be developed to a level of detail that ensures that a robust identification of the land that is required for the scheme can take place.</p> <p>To ensure this, Transport Scotland goes through a staged development process for scheme assessment known as the Design</p>

Questions Raised During Public Consultation	Response
	<p>Manual for Roads and Bridges (DMRB) scheme assessment process. In summary this is as follows:</p> <p>Stage 1 – identifies the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with broadly defined improvement strategies.</p> <p>Stage 2 – identifies the factors to be taken into account in choosing alternative routes or improvement schemes and identify the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with those routes or schemes.</p> <p>Stage 3 – identifies clearly the advantages and disadvantages, in environmental, engineering, economic and traffic terms, of the Scottish Ministers’ preferred route or scheme option.</p> <p>Typically, once this staged process is complete a draft CPO can be published along with any other draft Orders and supporting Environmental Assessment.</p> <p>The current work looking at eleven route corridor options and preparing a Strategic Environmental Assessment is part of DMRB Stage 1. Once a preferred corridor has been identified in Spring 2021 we will be moving to consider different route options within the preferred corridor.</p>
<p>Q23. Any route other than Option 1 will increase the travel time from Dumbarton to Inveraray for tourists, and presumably downgrade the Glen Croe route for most traffic - will this road be available for heavier traffic like coaches?</p>	<p>A23. The existing A83 Trunk Road serves both long distance strategic traffic movements and more local journeys, facilitating access by residents, businesses and other road users. Regardless of which corridor option is selected as the preferred option there will be a need to ensure that access is maintained to the local area that is currently served by the A83 Trunk Road through Glen Croe. Once a preferred corridor is identified, further assessment work will be undertaken to identify how the existing road at the Rest and be Thankful forms part of resilient access routes into Argyll and Bute.</p> <p>Whichever corridor is selected, it will be necessary to ensure that the roads serving different communities can cater for all traffic.</p>
<p>Q24. Options 8A, 8B and 9 - again an imaginative new link, what would impact be on traffic getting there by the A77, A71, A78?</p>	<p>A24. Based on the modelling work undertaken, forecast usage of these corridors is relatively low, as demand between North Ayrshire and A83/Argyll and Bute is not particularly high. A degree of local re-routing on A78, A77 and A71 would likely occur however forecasts traffic increases would be minor.</p>
<p>Q25. How NMUs (non-motorised users) are to be catered for, will there be a separate NMU route – what is this?</p>	<p>A25. The Access to Argyll and Bute (A83) project is being progressed under Transport Scotland’s second Strategic Transport Project Review (STPR2). This takes a national overview of the transport network to help deliver the vision that is set out in the National Transport Strategy (NTS2), with a focus on the regions. The ‘STPR2: Initial Appraisal: Case for Change - Argyll & Bute Region’ document includes both national and regional sub-objectives and with respect to Active Travel, the following objective is stated:</p> <ul style="list-style-type: none"> • Increase the share of active travel to, within and through the main settlements in the region for shorter, everyday journeys.

Questions Raised During Public Consultation	Response
	<p>Furthermore, in line with the Scottish Government's vision to promote active travel in A Long-Term Vision for Active Travel 2030, the Cycling Action Plan for Scotland and the Trunk Road Cycling Initiative, suitable provision for all road users, including cyclists, is a large part of our major trunk roads projects and will be considered as part of the next stages of scheme development. We will be continuing to engage with stakeholders as the project progresses and will be considering how the development of any new route meets Transport Scotland's aspirations to make the trunk road network safer and more accessible for all users, as well as doing all we can to encourage active travel (walking, cycling, riding and wheeling).</p>
<p>Q26. Will there be any consideration of a route from North Kintyre to Northern Ireland?</p>	<p>A26. Proposals to introduce new transport links between Scotland and Northern Ireland does not form part of this project or the second Strategic Transport Projects Review (STPR2) currently being undertaken.</p>
<p>Q27. The text for each route corridor indicates the approximate length but does not give an indication as to how the journey time might compare to the current journey time between certain points. Will this information be available as part of the initial assessment work?</p>	<p>A27. The initial assessment will consider qualitatively the relative attractiveness of the different corridor options to road users. The journey times between specific origins and destinations would be considered in more detailed assessments, as the scheme progresses.</p>
<p>Q28. Is there to be a working group for businesses going forward or is it just a case of whichever business wishing to contact you directly, if they so choose?</p>	<p>A28. We are committed to placing public engagement and meaningful dialogue with affected communities and other stakeholders at the heart of the development and delivery of plans for improving the route. With that in mind businesses can choose to contact us individually or as part of a group or trade association. We are also currently participating in the Argyll Economic Resilience Forum and through this forum, we are providing regular project updates and answering any questions that arise.</p>
<p>Q29. You give 11 options. None of these include (1) provision for a tunnel from e.g. Arrochar to Butterbridge or (2) a canopy cover on the existing Glen Croe ascent from Arrochar area to top of Rest and Be Thankful. Can these two options be included in the consultation?</p>	<p>A29. With regard to your suggestion of a tunnel from Arrochar to Butterbridge, as part of the ongoing assessment work, we are considering all options within the general Glen Croe area and this includes consideration of alternative routes between the Arrochar area and Butterbridge / Cairndow area.</p> <p>A 'canopy cover' or debris shelter option was considered previously as part of the A83 route study undertaken in 2013 and discounted at that time in favour of the programme of measures that continue to be implemented. Due to the significance of recent landslide events and disruption, and the need to consider alternative infrastructure options for the A83, the current work will include reconsidering a debris shelter option within Corridor 1 at Glen Croe, in addition to a range of other potential options.</p>

Questions Raised During Public Consultation	Response
<p>Q30. Have Community Councils been invited to participate as they do have local knowledge and are elected to serve our communities?</p>	<p>A30. Community Councils across the region were contacted to participate in the interim public consultation. We will also be continuing to engage with them as the project progresses and we welcome their feedback.</p>
<p>Q31. There is no mention of a tunnel or a road on stilts like the Glenfinnan Viaduct from the bottom to the top of the Old Military Road. It would require a high reinforced concrete wall on the east side of a road on stilts to stop any landslip spoil hitting any new road. Why are the above proposals not up for consideration?</p>	<p>A31. Tunnel and viaduct options were considered previously as part of the A83 route study undertaken in 2013 and discounted at that time in favour of the programme of measures that continue to be implemented. Due to the significance of recent landslide events and disruption, and the need to consider the options for consider alternative infrastructure options for the A83, the current work will include reconsidering a viaduct option within Corridor 1 at Glen Croe, in addition to a range of other potential options.</p>

8. Conclusion and Next Steps

8.1 Summary of the Consultation Process

- 8.1.1 The consultation period on the eleven proposed route corridor options ran from 23rd September to 30th October 2020 and was publicised via a variety of channels. Further details about the background and purpose of the consultation and the ways it was publicised can be found in Chapter 1, sections 1.1 to 1.3.
- 8.1.2 A feedback form was developed to encourage people to participate in the public consultation and share their views on the proposed route corridor options. A copy of the feedback form can be found in Appendix E.
- 8.1.3 Respondents could provide feedback directly online via the form on the project website or could complete and send a Word or PDF version of the form to the project team via email. The majority of feedback (587 responses) was received in this way, with a smaller number of respondents (70) responding using other means, such as email, phone, or letter.
- 8.1.4 Overall, 657 responses were submitted during the consultation period. A process of qualitative analysis was used to draw out themes in the detailed open text feedback in responses. This involved reading and interpreting each response and assigning numerical codes to categorise different types of comments. Further information on the analysis process can be found in Chapter 3.

8.2 Summary of Feedback Received

- 8.2.1 Based on the balance of comments clearly expressing support and opposition in relation to specific route corridor options, options 1, 5, 7 and 11 appeared to be more favourably received than the others. Route corridor option 1 in particular saw a higher number of supportive comments. More detailed analysis of these comments can be found in Chapter 4, sections 4.1 and 4.2.
- 8.2.2 Respondents identified a number of benefits with route corridor option 1, including that it represented the quickest, most straightforward and least disruptive option to implement, as well as being the cheapest or most cost-effective option. Some of these respondents also felt that route corridor option 1 would most effectively address issues affecting the existing route and would have less impact on the environment.
- 8.2.3 Benefits primarily associated with the other route corridor options related more to improved connectivity, journey times, and positive impacts on tourism and the local economy. More detailed analysis on benefits associated with route corridor options can be found in Chapter 4, sections 4.3 and 4.4.
- 8.2.4 Across all the responses, there was a wide range of opinions regarding what people felt the scheme should prioritise, and this is reflected in the fact that all route corridor options received positive and negative comments on a variety of different topics.
- 8.2.5 Whilst route corridor option 1 received the fewest comments about concerns or perceived negative outcomes overall, respondents expressed concerns that the route would experience the same issues as the existing route most frequently about route corridor option 1.

- 8.2.6 Concerns raised in relation to the other route corridor options included the feasibility and effectiveness of route corridor options, the impact of route corridor options on communities and the environment, and concerns regarding the cost, timescale, and complexity of the route corridor option(s). Further details regarding issues and concerns raised in relation to specific route corridor options can be found in Chapter 4, sections 4.5 to 4.7.
- 8.2.7 A wide variety of suggested amendments to proposed route corridor options were made, with a large number of respondents suggesting tunnels, viaducts, canopies or alternative locations for fixed links or route alignment. Reasons given by respondents for their suggested amendments mainly related to reducing cost, timescales, and damage to the environment. More detailed analysis of suggestions made by respondents can be found in Chapter 5, section 5.3.
- 8.2.8 In terms of suggested priorities for the scheme, many respondents made comments relating to the need for a timely and cost-effective long-term solution to issues currently affecting the A83. Comments were also made more generally around improving connectivity and keeping impacts on the environment and communities minimal. Further detail on priorities and considerations can be found in Chapter 5, sections 5.1 and 5.2.
- 8.2.9 The majority of respondents who responded to the question regarding communication methods stated that those used for the consultation were suitable, particularly in the current climate. Many respondents suggested alternative methods of communication that could be used in the future, including mediums such as video conferencing tools and social media. Further detail regarding respondents' views on the consultation process and methods of communication can be found in Chapter 6.
- 8.3 Next Steps
- 8.3.1 Feedback provided by stakeholders and the public has already been used to inform ongoing assessment work, further build our knowledge of the various corridors and consider additional options for assessment. Feedback will also be used by Transport Scotland and their representatives in the future development of the scheme.

Appendix A - Consultation information and corridor options



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23 Sep 2020

TYPE
Exhibition materials

PROJECTS
A83 Access to Argyll and Bute

MODE OF TRANSPORT
Road

Project Corridor Options - Access to Argyll and Bute (A83)

We asked for comments on the following 11 project corridor options, and any other options you thought we should be considering by **Friday 30 October**.

The feedback received will inform the progression of Stage 1 data collection, assessment of corridors and sifting work and we will provide an update on that work as it progresses.

We will then look to make recommendations for a preferred route corridor with alignment options in Spring 2021.

Overview map of the eleven options

This map indicates schematically the eleven options that are under consideration during the first stage of the development work. More detailed maps of each individual option can be found below.



Corridor Option 1 - Glen Croe (Existing A83)

This corridor was identified in the A83 Trunk Road Route Study Report, published in 2013.

The Glen Croe (A83 online) sub corridor is adjacent to the existing road corridor starting from the bridge over Coire Croe Burn between the Cobbler and Beinn Luibhean. It is offset from the existing A83 Trunk Road and re-joins the alignment of the existing A83 Trunk Road before the bend prior to the junction with the B828 and the access to the Rest and Be Thankful car park. It is approximately 1.5 kilometres long and would generally follow a similar profile to the existing road.

The Glen Croe (southern side) sub corridor is an off-line corridor within Glen Croe in the area of forestry on the south-west side of the valley. The corridor is approximately 4.3 kilometres in length and ties-in to the existing A83 Trunk Road approximately 3.2 km north-west of Ardgartan, in the vicinity of the A83/Forestry Commission Track & the Old Military Road junction, and the north side of the Rest and Be Thankful car park at the B828. The corridor generally follows the Forestry Track and road structures and ground engineering measures would potentially be required to fit the new road into the topography of this side of Glen Croe.

Corridor Option 2 - Glen Kinglas

This corridor was identified in the A83 Trunk Road Route Study Report, published in 2013.

The Glen Kinglas corridor is off-line within Glen Kinglas and follows the wide valley floor, from the A83 Trunk Road west of the Rest and Be Thankful, heading north-east towards Loch Sloy, and then continuing to the A82 Trunk Road north of Ardlui. The overall length of the corridor is approximately 12 kilometres. The corridor passes through similar terrain to that of the Rest and Be Thankful. Road structures and ground engineering measures would likely be required to fit the new road in the topography of the valley.

Corridor Option 3 - Glen Fyne

This corridor was identified in the A83 Trunk Road Route Study Report, published in 2013.

The Glen Fyne corridor is off-line within Glen Fyne and follows the wide valley floor, from the A83 Trunk Road at the head of Loch Fyne, heading north-east, to the A82 Trunk Road north of Inverarnan. The overall length of the corridor is approximately 15 kilometres. The corridor passes through similar terrain to that of the Rest and Be Thankful. Road structures and ground engineering measures would likely be required to fit the new road in the topography of the valley.

Corridor Option 4 - A82 - Cowal - Cairndow

This corridor was identified in the A83 Trunk Road Route Study Report, published in 2013.

This corridor would be a combination of new offline carriageway and online upgrading works which generally follows the existing road network with a new fixed link crossing at Loch Long.

From east to west, the corridor initially follows the existing A817 and A814 from the A82 Trunk Road north of Arden, to Whistlefield, near Garelochhead, with a new length of road and an approximate 1.4km fixed link crossing at Loch Long to Barnacabber. The corridor then generally follows the existing C09 and A815 to tie back into the A83 Trunk Road at Cairndow. The approximate length of the corridor where no road currently exists is approximately 5.5km with the full corridor approximately 57.9km in length. Construction is required in the vicinity of the Ministry Of Defence (MOD) bases of Faslane and Coulport with a section of the proposed corridor utilising the MOD owned carriageway.

Corridor Option 5 - A82 - Cowal - Lochgilphead

This corridor was initially identified by the Cowal Fixed Link working group and has subsequently been considered as a potential corridor by Transport Scotland's Strategic Transport Projects Review team.

This corridor would be a combination of new offline carriageway and online upgrading works which generally follows the existing road network with new fixed link crossings at Loch Long and Loch Fyne.

From east to west, the corridor initially follows the existing A817 and A814 from the A82 Trunk Road north of Arden, to Whistlefield, near Garelochhead, with a new length of road and an approximate 1.4km fixed link crossing at Loch Long to Barnacabber. The corridor then generally follows the existing C09 and A815 to Dalinlongart and then the existing B836, A886, C11 and B8000 to Otter Ferry, on the eastern shore of Loch Fyne. An approximate 2.7km fixed link crossing of Loch Fyne ties into the A83 Trunk Road at Port Ann. The approximate length of the corridor where no road currently exists is approximately 5.5km with the full corridor approximately 76km in length. Construction is required in the vicinity of the MOD bases of Faslane and Coulport with a section of the proposed corridor utilising the MOD owned carriageway.

Corridor Option 6 - Inverclyde - Cowal - Cairndow

This corridor was initially identified by the Cowal Fixed Link working group and has subsequently been considered as a potential corridor by Transport Scotland's Strategic Transport Projects Review team.

This corridor would be generally online linking the A78 Trunk Road at Inverclyde to Cowal, with the provision of a fixed link crossing of the Firth of Clyde.

From south to north, the corridor includes a connection from the A78 Trunk Road to Cowal via an approximate 3.9km fixed link crossing of the Firth of Clyde and upgrades along the A815 corridor, to its connection with the A83 Trunk Road at Cairndow. The approximate overall length of the full corridor is 50.7km in length. The fixed link crossing over the Firth of Clyde will present considerable challenges. This area is used by large marine vessels as well MOD submarines which are based at Faslane and Coulport. The structure will require to span a deep section of the Firth of Clyde as well as have adequate clearance for large marine vessels.

Corridor Option 7 - Inverclyde - Cowal - Lochgilphead

This corridor was initially identified by the Cowal Fixed Link working group and has subsequently been considered as a potential corridor by Transport Scotland's Strategic Transport Projects Review team.

This corridor would be generally online linking the A78 Trunk Road at Inverclyde to Cowal, with the provision of fixed link crossings of the Firth of Clyde and Loch Fyne.

From south to north, the corridor includes a connection from the A78 Trunk Road to Cowal via an approximate 3.9km fixed link crossing of the Firth of Clyde and upgrades along the A815 corridor between Dunoon and Dalinlongart. The corridor then generally follows the existing B836, A886, C11 and B8000 to Otter Ferry, on the eastern shore of Loch Fyne where an approximate 2.7km fixed link crossing of Loch Fyne ties into the A83 Trunk Road at Port Ann. The approximate overall length of the full corridor is 43.6km in length. The fixed link crossing over the Firth of Clyde will present considerable challenges. This area is used by large marine vessels as well MOD submarines which are based at Faslane and Coulport. The structure will require to span a deep section of the Firth of Clyde as well as have adequate clearance for large marine vessels.

Corridor Option 8a - North Ayrshire - Cairndow via Colintraive

This corridor was identified by Transport Scotland's Strategic Transport Projects Review team.

This corridor would be a combination of new offline carriageway and online upgrading works which generally follows the existing road network, with new fixed link crossings to the Isle of Bute and Cowal. The corridor includes a connection from the A78 Trunk Road in North Ayrshire to Cowal via a 2.65km and 2.53km fixed link crossing between the mainland (within the vicinity of Portencross) and the Isle of Bute via Little Cumbrae Island and a 0.5km fixed link crossing between the Isle of Bute and Cowal (within the vicinity of the Colintraive to Rhudodach ferry crossing).

From east to west, a new section of carriageway will be required between the A78 Trunk Road and the fixed link crossing to the Isle of Bute. Once on the Isle of Bute, the corridor then generally follows the existing B881, A844 and A886. Once on Cowal the corridor generally follows the A886 again and thereafter the A815 to tie back into the A83 Trunk Road at Cairndow. The approximate length of the corridor where no road currently exists is approximately 6.7km with the full corridor approximately 89.8km in length. The fixed link crossings to the Isle of Bute will provide significant technical challenges. This area is used by large marine vessels as well MOD submarines which are based at Faslane and Coulport.

Corridor Option 8b - North Ayrshire - Cairndow via Dunoon

This corridor was identified by Transport Scotland's Strategic Transport Projects Review team.

This corridor would be a combination of new offline carriageway and online upgrading works which generally follows the existing road network with new fixed link crossings to the Isle of Bute and Cowal. The corridor involves a connection from the A78 Trunk Road in North Ayrshire to Cowal via a 2.65km and 2.53km fixed link crossing between the mainland (within the vicinity of Portencross) and the Isle of Bute via Little Cumbrae Island and a 2.23km fixed link crossing between the Isle of Bute and Cowal (within the vicinity of the Craigmore and Toward).

From east to west, a new section of carriageway will be required between the A78 Trunk Road and again between the fixed link crossing from the Isle of Bute to the B881. Once in Cowal, the corridor then generally follows the existing B881, A844 and A815 past Dunoon, meeting corridor option 8a again at the junction with the A886 near Strachur, to then tie back into the A83 Trunk Road at Cairndow. The approximate length of the corridor where no road currently exists is approximately 6.7km with the full corridor approximately 76km in length. The fixed link crossings to the Isle of Bute will provide significant technical challenges. This area is used by large marine vessels as well MOD submarines which are based at Faslane and Coulport.

Corridor Option 9 - North Ayrshire - Cowal - Lochgilphead

This corridor was identified by Transport Scotland's Strategic Transport Projects Review team.

This corridor would be a combination of new offline carriageway and online upgrading works which generally follows the existing road network with new fixed link crossings to the Isle of Bute and Cowal. The corridor includes a connection from the A78 Trunk Road in North Ayrshire to Cowal via a 2.65km and 2.53km fixed link crossings between the mainland (within the vicinity of Portencross) and the Isle of Bute via Little Cumbrae Island and a 0.5km fixed link crossing between the Isle of Bute and Cowal (within the vicinity of the Colintraive to Rhudodach ferry crossing).

From east to west, a new section of carriageway will be required between the A78 Trunk Road and the fixed link crossing to the Isle of Bute. Once on the Isle of Bute the corridor then generally follows the existing B881, A844 and A886. Having crossed to Cowal the corridor generally follows the A886 again up to Ballochandrain. Thereafter the corridor generally follows the C11 and B8000 to Otter Ferry, on the eastern shore of Loch Fyne where an approximate 2.7km fixed link crossing ties into the A83 Trunk Road at Port Ann. The approximate length of the corridor where no road currently exists is approximately 6.7km with the full corridor approximately 62.7km in length. The fixed link crossings to the Isle of Bute will provide significant technical challenges. This area is used by large marine vessels as well MOD submarines which are based at Faslane and Coulport.

Corridor Option 10 - Helensburgh - Cowal - Cairndow

This corridor was identified by the Cowal Fixed Link working group and has subsequently been considered as a potential corridor by Transport Scotland's Strategic Transport Projects Review team.

This corridor would be generally online linking the A814 at Helensburgh to Cowal, with the provision of fixed link crossings at Gare Loch and Loch Long.

From east to west, the corridor involves a connection from the A814 to Cowal via approximately 0.68km and 2.98km fixed link crossings to the Rosneath Peninsula and the corridor generally follows the B833 whilst on the Rosneath Peninsula. Having crossed Loch Long on the western side of the peninsula, the corridor generally follows the existing A880, C09 and A815 to tie back into the A83 Trunk Road at Cairndow. The approximate overall length of the full corridor is 50.3km in length. The fixed link crossing over Gare Loch and Loch Long will present considerable challenges as both lochs are used by large marine vessels as well MOD submarines which are based at Faslane and Coulport.

Corridor Option II - Helensburgh -Cowal - Lochgilphead

This corridor was identified by the Cowal Fixed Link working group and has subsequently been considered as a potential corridor by Transport Scotland's Strategic Transport Projects Review team.

This corridor is generally online linking the A814 at Helensburgh to Kintyre via Cowal, with the provision of fixed link crossings at Gare Loch, Loch Long and Loch Fyne.

From east to west, the corridor involves a connection from the A814 to Cowal via approximately 0.68km and 2.98km fixed link crossings to the Rosneath Peninsula and the corridor generally follows the B833 whilst on the Rosneath Peninsula. Having crossed Loch Long the corridor generally follows the existing A880 to Ardbeg and the A815 to Dalinlongart, before then following the B836, A886, C11 and B8000 to Otter Ferry on the eastern shore of Loch Fyne. A 2.7km fixed link crossing of Loch Fyne ties into the A83 Trunk Road at Port Ann. The approximate overall length of the full corridor is 48.6km in length. The fixed link crossing over Gare Loch and Loch Long will present considerable challenges as both lochs are used by large marine vessels as well MOD submarines which are based at Faslane and Coulport.

Appendix B - Email to Stakeholders

Access to Argyll and Bute (A83) project

As you may be aware the Cabinet Secretary for Transport, Infrastructure and Connectivity has asked Transport Scotland to commence work on the development of new access to Argyll and Bute as a long term sustainable and resilient alternative to the A83 Rest and be Thankful which has been the scene of disruptive landslips. I write to introduce myself as Transport Scotland's Project Director for this new project and to highlight the launch of the consultation today. Transport Scotland are being supported by Jacobs and Aecom, and Cheryl Russell and Sally Hopkins will be dedicated stakeholder managers for the project.

The project work will build on work already undertaken as part of the Strategic Transport Projects Review and start with design and assessment work on eleven corridor options. Those options are also available on our website and we are particularly seeking feedback on local constraints and issues that you feel we should consider as part of that initial assessment work. The deadline for any comments is Friday 30 October 2020.

We are committed to undertaking a fair and transparent development process and as a local stakeholder you are a vital part of that in helping us gather the type of local background information that only those living and working in the area can really understand. Along with the formal feedback on corridor options today, we are also therefore interested in your views on how you would like to be engaged in the process going forward, taking into account the current COVID restrictions, who the key points of contact should be and whether there are any other local groups that you are aware of that will be well placed to be involved in the project. We will use that information to develop our project engagement plan. This is the first of several engagement exercises that will take place between now and Spring 2021 when we expect to identify a preferred route corridor.

I would be delighted if you could take part in this engagement exercise to help us shape the project collaboratively from the outset. If you need any further information at this stage Cheryl and Sally can be contacted via A83@jacobs.com

We look forward to working with you.

Jo Blewett
Major Projects Design

Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

For agency and travel information visit our [website](#)

Appendix C - Social Media Coverage

The consultation received widespread coverage on social media platforms. The main traction was through Twitter and Facebook.

Twitter coverage

On the 23rd September Transport Scotland carried the consultation announcement on the organisation's Twitter feed. Media channels such as the BBC, Helensburgh Advertiser, The Lochside Press and The Herald Scotland carried the story and encouraged followers to make a submission.

The Chartered Institution of Highways & Transportation featured the issue in an interview and coverage on its Twitter feed.

Facebook Coverage

On the 23rd September Transport Scotland carried details of the consultation on its Facebook page, with the post attracting many comments.

Twitter

23rd September Transport Scotland

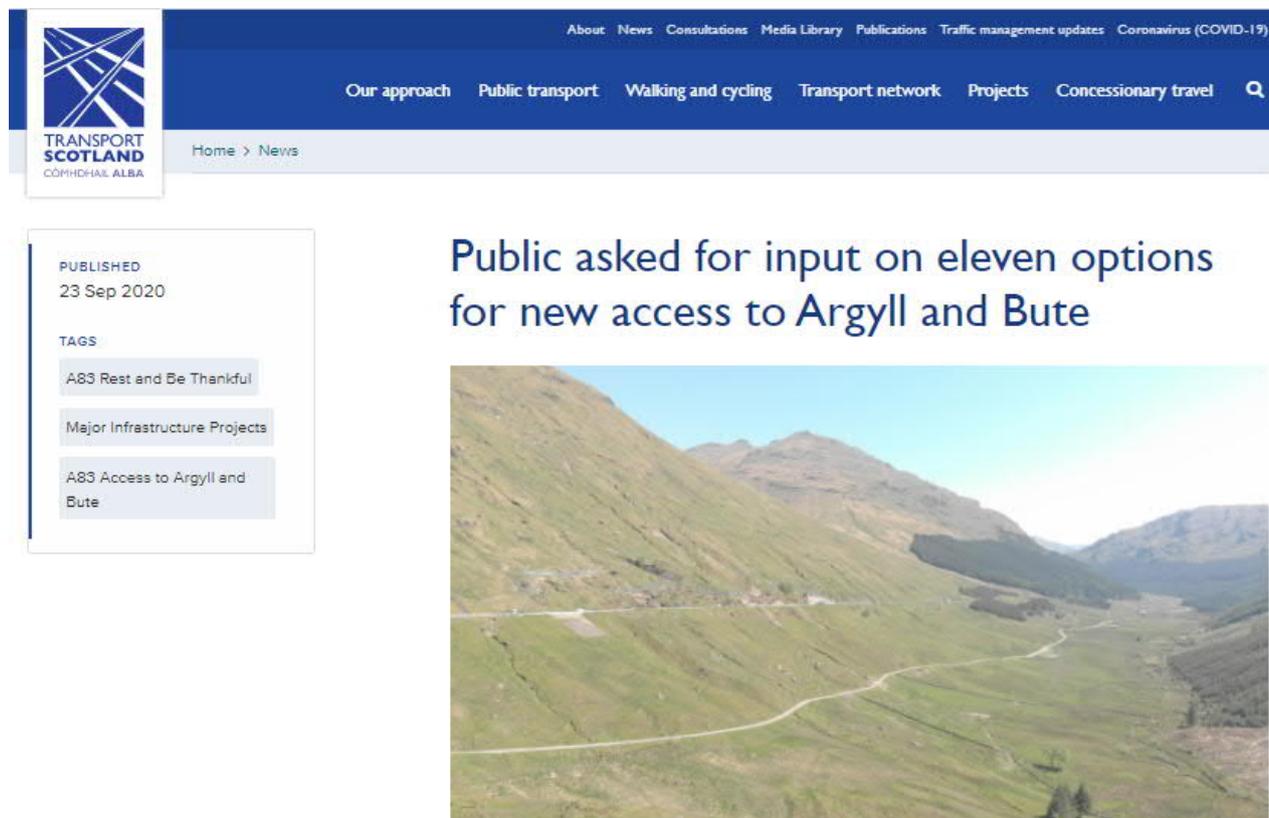


Transport Secretary
[@MathesonMichael](#) announces
launch of work to assess 11
options for new access to
[#ArgyllAndBute](#) via the [#A83](#) - with
a preferred route to be determined
by Spring 2021. See more details
and how to give us your feedback
bit.ly/2ZWc635
[#A83options](#)



9:26am · 23 Sep 2020 · Twitter Web App

Appendix D - Press Release Issued 23rd September 2020 - Public asked for input on eleven options for new access to Argyll and Bute



Following the setting up of a dedicated Transport Scotland project team to undertake more detailed environmental and engineering assessment, as well as stakeholder engagement, [eleven corridor options for the Access to Argyll and Bute \(A83\) project](#) can be viewed from today on a [new section of the Transport Scotland website](#).

The potential options are being assessed by a new dedicated project team to determine a preferred route corridor by Spring 2021.

Cabinet Secretary for Transport, Infrastructure and Connectivity Michael Matheson said:

“Following the recent landslips at the A83 Rest and Be Thankful, I understand the frustration and disruption that these bring for local communities and road users.

“While our previous and on-going investment in catch pits has helped keep the road open for an estimated 48 days when it would otherwise have closed, I realise people are looking for a long term solution to dealing with landslips at the site and we are committed to delivering one.

“Transport Scotland is now taking forward the project development and assessment work required to deliver an alternative infrastructure solution to the existing A83, in parallel with the second Strategic Transport Projects Review.

“We are committed to placing public engagement and meaningful dialogue with directly affected communities and other stakeholders at the heart of the development and delivery of

our plans for improving the route. We want to ensure that communities have the opportunity to comment on the proposals for the scheme at every stage in the process.

“From today we are launching a new website for the design work and the eleven corridor options under consideration can be viewed there. Please visit the site and give us your input by 30 October.

“We recognise that the timescales for an alternative to the current route are frustrating for the local community but in recognition of the pressures the current situation brings, we remain committed to progressing substantial shorter term investment in the existing A83 in tandem with the work to identify a permanent solution as part of a two phased approach.

“This work underlines the Scottish Government’s commitment to continued work with key stakeholders and local communities to ensure that Argyll & Bute remains open for business.”

Jo Blewett Transport Scotland’s Project Director for the Access to Argyll and Bute (A83) project said:

“This is the first of several engagement exercises that will take place between now and Spring 2021 and at this stage we are particularly interested in any local constraints or issues that will help inform our design and assessment work.

“As part of our design work, we are also seeking contact from local community groups to help plan our future programme of engagement.”

Appendix E - Feedback Form

Access to Argyll and Bute (A83) September 2020



Feedback form

Thank you for taking the time to visit the website showing our plans for this project.

Transport Scotland will use the content of your feedback form to help inform our work on this project. Personal information will only be retained for the period of this project. All completed feedback forms will be shared with our consultants as required.

1. Of the eleven route corridors on display, we are particularly interested in any local issues or constraints you feel should be taken into consideration in design and assessment work. We would be grateful for any such feedback in the box below - either in general terms or specific to certain options.



2. Community group

Are you a member of any community group that you feel should form part of our engagement plans?
If so which one

3. As we can't hold face-to-face public exhibitions at the moment, do you have any views on our proposals for a dedicated phone line or answering machine, a dedicated email address or an online chat room facility?

4. Please tell us if there are any other options we should be considering or any other general comments

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

PLEASE USE THE BACK OF THIS FORM TO SUPPLY YOUR CONTACT DETAILS.

Contact details (optional)

Name

Address

Postcode

Telephone

Email

**Please email your completed feedback form by 30 October 2020 to the project team.
Email to: transportscotland@bigpartnership.co.uk**

Transport Scotland will consider your comments and feedback as part of the further consideration and development of this project.

If you would like a hard copy of this form or require a special format you can email the address above or contact us on:

Telephone: 0333 880 8886, and all submissions will be shared with our consultants 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 your contact details for the purpose of keeping you updated with the progress of this activity. Your personal data will be deleted on completion of this project and you can opt out of receiving updates about this project from Transport Scotland at any time by contacting the team.

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.

Appendix F – Emerging Issues and Themes Website Update November 2020

Thank you for your feedback on Access to Argyll and Bute (A83) corridor route options.

Public consultation on the 11 corridor route options took place between 23 September and 30 October 2020. This initial consultation is now closed and we would sincerely like to thank all those who participated in the consultation and shared their views. During the five week consultation we received in excess of 650 responses. These responses highlight a range of issues and provide valuable information for the project team to consider as design and assessment work progresses.

We plan to publish a report on the consultation findings once everything has been considered, however, in the meantime, the following provides a brief summary of the emerging issues and themes that respondents have fed back to us.

Emerging Issues and Themes

Feedback from respondents noted the following issues and themes:

- A long-term solution is needed – the chosen option should take account of future needs and changes.
- The scheme must be developed quickly.
- Reliability and resilience - impact of disruption and delay caused by closures on residents, businesses and through traffic.
- Road safety issues due to landslides, flooding and congestion.
- Poor connectivity for communities.
- Support the local economy.
- Provide an effective alternative to ferry crossings.
- Minimise environmental impact of the proposed scheme and make use of existing routes.
- Cost and value for money of proposed scheme should be taken into account.
- The scheme should consider or include safe and accessible routes for walking, cycling and horse riding – including tourism and other recreational use.
- The scheme should take account of climate change, in terms of modal shift as well as mitigation and adaptation measures.
- The scheme should allow for a phased development - enabling current issues to be addressed quickly with minimal disruption to road users, while allowing for further improvements in the future.
- The existing A83 should be maintained and kept open during construction – or a replacement route provided to minimise disruption while works are taking place.
- Prioritise addressing the issues at the Rest and be Thankful.
- Views of local communities should be considered.

Whilst not explicitly asked in the consultation, many respondents took the opportunity to state their preference on which corridor or corridors should be taken forward for further consideration. We are currently reviewing these comments on corridor preference and the findings will be included in the subsequent report.

Method of Consultation

The consultation also sought feedback on the virtual sharing of information on this project, and encouraged consultees to suggest any alternatives:

Brief summary of the responses on virtual sharing

- Respondents stated that the arrangements for sharing information and contacting the project team were good or adequate, and the consultation arrangements were suitable/appropriate in the context of the COVID-19 pandemic. Others suggested phone or email continue to be used as methods of communication for the project (as proposed).
- Respondents also commented that the visual materials (i.e. the website and maps or graphics) were useful.
- Comments received noted that the online consultation may not be accessible to anyone who was not computer literate or who lacked internet access.
- Indications were that more engagement was needed – particularly with local communities who would be most affected. This included comments that there had been a lack of engagement so far, or that there was a lack of local awareness of the consultation. It was suggested that local communities should be included and prioritised in future engagement.

Respondents' feedback on alternative methods for future engagement on the scheme and suggestions for methods to be used included:

- online engagement tools (e.g. Skype, Zoom etc)
- social media (Facebook and Twitter)
- a project website with regular updates
- face to face engagement events
- updates on the scheme and future engagement in local press.

The feedback we have received will help inform our assessments of the corridor options as we work towards recommending the preferred corridor for the project by Spring 2021.

Public engagement is extremely important to us - it's a vital part of our work as we develop our plans. We'll be keeping you informed of progress as part of our commitment to ongoing and considered engagement. Project updates, news and details will be posted in a new dedicated Story Map section on our website which will be launched soon, and there will be further opportunities to share your feedback as the design work is further progressed.

We look forward to your continuing interest and engagement in this project.

Appendix G – Analysis Codeframe

The 11 options (12 if 8A and 8B are counted separately) will be assigned letters that can then be used alongside other codes (e.g. if someone is concerned about the environmental impact of a specific route).

The letter codes are as follows:

Option Number	Assigned letter
1	A
2	B
3	C
4	D
5	E
6	F
7	G
8 (8A and 8B)	Ha + Hb (just H if not specified)
9	I
10	J
11	K

Grouping Name	Grouping Description	Codes
1. Sentiment – route corridor specific	This grouping relates to comments made regarding sentiment (support, oppose, indifference) towards the particular route corridor options.	101. Support route corridor option 102. Conditionally support route corridor option (e.g. if it includes amendments) 103. Oppose route corridor option 104. Option(s) are not suitable / viable / realistic 105. Option(s) will be met with a lot of opposition / will be controversial 106. Option(s) is practical / feasible 107. Combine options / multi-option approach needed

Grouping Name	Grouping Description	Codes
		199. Sentiment – route corridor specific other
2. Considerations – overall scheme	These codes relate to broad comments about what the scheme should do or provide.	201. Chosen option should leave unaffected areas alone / should not build roads where there aren't any 202. Don't want islands to be connected to mainlands / bridges to islands 203. Chosen option should have minimal environmental impact / forestry should be maintained 204. Chosen option should have minimal visual impact 205. Chosen option should have minimal cost / be most cost effective 206. Scheme should help improve / reduce traffic / avoid increasing traffic 207. Scheme should reduce / improve travel time 208. Scheme should provide alternatives for / reduce / remove need for ferry 209. Desire for scheme to go through / prioritise particular area or issue (e.g. Dunoon, Argyll, RABT, landslides) 210. Need a long term solution / money has been wasted on short-term solutions 211. Needs to be resolved quickly 212. Chosen option(s) should not bypass villages / businesses on A83 213. Scheme should improve reliability / resilience / safety 214. Scheme should allow for phasing / future improvements 215. Scheme should consider NMU routes / recreational use 216. Scheme should help support local economy 217. Scheme should help improve connectivity

Grouping Name	Grouping Description	Codes
		218. Comment on further assessments needed (e.g. environmental) 219. Scheme should use / upgrade existing routes 220. Existing A83 should be maintained/kept open during construction 299. Overall scheme considerations other
3. Benefits	The codes in this group relate to specific positive comments made about the (potential) benefits of options / the scheme	301. Option would have least impact on environment (including pollution) 302. Improves connectivity (e.g. to communities, motorway network) 303. Makes area / amenities more accessible 304. Option is least / less disruptive 305. Option would be quicker / more simple choice to implement 306. Option is good / important for specific area 307. Positive impact on tourism 308. Option would be cheaper / cheapest / cost effective 309. Improves or does not increase journey time / provides more direct route / reduces distance 310. Good for business / local economy 311. Option is the shortest / shorter 312. Good for potential future links to Ireland 313. Option allows for future improvements (road and transport related) 314. Option allows for future development (e.g. housing, infrastructure) 315. Utilises existing roads 316. Reduces traffic / congestion 317. Option effectively addresses existing issues (e.g. RABT, landslides)

Grouping Name	Grouping Description	Codes
		399. Benefits other
4. Concerns / critiques	This category relates to specific concerns or critiques raised about the options or scheme	401. Chosen option may end up with same problems 402. Increased journey time / distance (and associated costs) / does not improve journey time 403. Concern about disruptions (duration / effect) 404. Specific critique / feedback for design (e.g. bridges too high / links are between wrong places) 405. Impact of weather on options (e.g. landslips, bridges being closed, ferries cancelled) 406. May increase burden on other roads / concerns about increased traffic 407. Proposed option(s) would require upgrades on other roads / other roads involved in option not suitable 408. Concerns about impact of construction (e.g. on hillside) 409. Concerns about impact on quality of life (e.g. small community feeling, tranquillity) 410. Bridge / link will interfere with marine vessel traffic 411. Negative impact on nearby places / business / local economy / jobs 412. Impact on environment (including pollution) 413. Concerns about visual impact 414. Concern about cost / cost effectiveness 415. Concerns about safety 416. Reference to challenges related to Ministry of Defence (MOD) 417. Moving traffic away from route would be bad for business

Grouping Name	Grouping Description	Codes
		<p>418. Option does not allow for future improvements / provide long term solution</p> <p>419. Option does not resolve issues (e.g. RABT)</p> <p>420. Scale of proposals is disproportionate / require a lot of engineering</p> <p>421. Concern about length of time taken to complete project / implement proposals</p> <p>499. Concerns / critiques other</p>
<p>5. Suggested amendments</p>	<p>Many responses suggested alternative/further solutions that they felt should be considered. This grouping also includes more generic comments / beliefs about these suggestions (e.g. that they would be cheaper than what has been proposed)</p>	<p>501. Tunnel / query as to why this has not been included in options</p> <p>502. Plant trees</p> <p>503. Roof / canopy</p> <p>504. Viaduct / elevated road / road on stilts</p> <p>505. Ramp</p> <p>506. Increased frequency / reliability of ferry service / utilise existing ferry connections</p> <p>507. Suggested different locations for links / bridges / route</p> <p>508. Suggested additional features of design not directly related to purpose of scheme (e.g. safe laybys, charging points)</p> <p>509. Suggestion(s) given by respondent would be cheaper / cost efficient</p> <p>510. Suggestion(s) given by respondent do not add burden to diversion routes / other roads</p> <p>511. Suggestion(s) given by respondent reduce damage to landscape / environment</p> <p>512. Suggestion(s) given by respondent would be simpler / quicker to implement</p> <p>513. Suggestion(s) given by respondent would attract people to area</p> <p>514. Suggestions relating to grazing animals</p> <p>515. Suggestions to improve public transport alongside roads</p>

Grouping Name	Grouping Description	Codes
		516. Repurpose existing A83 (including walking / cycling or tourist route) 599. Suggested amendments other
6. Consultation process	This category is for comments about the consultation and engagement process overall, including feedback on the materials, methods of communication, and people's feelings about the scheme.	601. Methods of communication are suitable / good 602. Methods of communication are suitable for current climate (i.e. COVID-safe) 603. Visual materials are good / helpful 604. Visual materials (e.g. maps) are not suitable 605. Methods of communication are poor / not suitable 606. Information is in too many places / relevant website / information is hard to find 607. Suggestion: use video conferencing tools (e.g. Skype, Zoom etc) 608. Suggestion: utilise social media (Facebook and Twitter) 609. Suggestion: website with updates etc 610. Concerns about accessibility – how do people without internet / computer literacy participate? 611. More engagement is needed / feeling there has been a lack of engagement / awareness 612. Lack of info provided (e.g. costs/ economic benefit, environmental impact, rationale for options presented) 613. Specific question 614. Reference to other strategies or reports 615. Questioning influence of consultation 616. Suggests group to be involved in consultation 617. Suggestion: face to face engagement events 618. Support / suggest using phone

Grouping Name	Grouping Description	Codes
		619. Support / suggest using email 620. Suggestion: use local press 621. Q3 – ‘No’ 622. Other suggestion for communication / engagement 623. Support consideration of options 624. Issues with PDF / Word version of consultation form 699. Consultation process other
7. Other	Miscellaneous comments that don't fit into other categories	701. Description of current hazards on roads 702. Description of current road use (e.g. commute / travelling / tourism) 703. Contextual info about respondent / organisation 704. Current road (A83) is dangerous / inconvenience 705. People need to access healthcare in Glasgow / bigger towns and cities 706. Contextual info about area 707. Comment on Scottish Government policy 708. Attachment / link to photo 709. Outlines route corridor options 799. Miscellaneous other

Appendix H – Additional Data Tables

A number of the charts in Chapter 4 of this report compare comments and views across each of the route corridor options. These charts use colour to distinguish between the different route corridor options, which may make them less accessible for some readers.

The data from which these charts were produced are shown in the tables below. When creating the charts, the wording of the codeframe was simplified or paraphrased for greater clarity, or where a more detailed explanation was given of the codes in the following analysis. As a result, the wording used in the tables below and charts throughout the report may not exactly match that of the codeframe in Appendix G. The code numbers have therefore been provided for reference.

As with the charts, the tables below record the number of comments made about route corridor options 8A and 8B separately, where respondents specifically referred to or described variant A and/or B of route corridor option 8. The number of comments for route corridor option 8 in the tables below represent the number of comments respondents made about route corridor option 8 where they did not refer to variant A and/or B.

See Chapter 4 for additional context and commentary, and Chapter 3 for an explanation of the analysis process behind the numbers shown.

Figure 4.1 - Support for and opposition to route corridor options (where stated)

Code	Route corridor option	1	2	3	4	5	6	7	8	8A	8B	9	10	11
101	Support	120	10	10	20	49	10	41	3	2	0	12	7	38
103	Oppose	11	37	33	18	21	26	28	29	7	8	36	29	31

Figure 4.2 - Conditional, secondary and shared support for route corridor options

Code	Route corridor option	1	2	3	4	5	6	7	8	8A	8B	9	10	11
102	Conditional support (e.g. with amendments)	56	13	12	5	15	2	8	0	0	0	3	5	6
107	Combine options / multi-option approach needed	14	3	3	9	14	1	4	0	0	0	0	1	1

Figure 4.3 - Perceived feasibility / suitability of route corridor options

Code	Route corridor option	1	2	3	4	5	6	7	8	8A	8B	9	10	11
104	Not suitable / feasible	7	25	25	33	35	47	50	50	4	4	54	44	48
106	Practical / feasible	58	19	20	7	14	3	4	0	0	0	0	3	4

Figure 4.4 - Benefits primarily associated with route corridor option 1

Code	Number of comments per route corridor option	1	2	3	4	5	6	7	8	8A	8B	9	10	11
301	Less impact on environment (including pollution)	18	4	3	2	12	1	9	0	1	1	2	1	7
304	Less disruptive	26	10	8	5	1	0	0	0	0	0	0	0	1
305	Quicker or more straightforward to implement	51	7	8	2	0	0	0	0	0	0	0	1	2
308	Cheaper or more cost-effective to implement	59	10	6	3	7	0	2	0	0	0	0	0	1
311	Shorter	12	1	3	1	2	1	1	0	0	0	0	0	1
315	Utilises existing roads	13	2	1	5	3	2	5	0	0	0	0	0	0
317	Effectively addresses existing issues affecting the A83	16	4	4	2	3	0	0	0	0	0	0	0	1

Figure 4.5 - Benefits primarily associated with options other than route corridor option 1

Code	Number of comments per route corridor option	1	2	3	4	5	6	7	8	8A	8B	9	10	11
302	Improves connectivity	4	1	1	6	21	5	14	6	1	1	6	3	11
303	Makes area or amenities more accessible	6	1	1	3	20	5	14	1	2	0	4	0	10
306	Option is good or important for specific area	6	2	2	3	16	2	11	3	0	0	4	3	9
307	Positive impact on tourism	3	0	0	2	7	1	12	2	1	1	5	1	3
309	Improves (or does not increase) journey time, or provides a more direct route	10	1	1	9	41	2	21	0	1	0	6	1	20
310	Good for business or local economy	7	2	1	3	24	0	11	2	3	1	6	1	11

Figure 4.7 - Concerns relating to feasibility and effectiveness associated with route corridor options

Code	Number of comments per route corridor option	1	2	3	4	5	6	7	8	8A	8B	9	10	11
401	Option may end up with same problems as the existing A83	40	17	15	22	22	22	22	22	0	0	22	22	22
402	Increased journey time and / or distance (and associated costs)	33	34	34	26	15	24	17	26	5	3	24	16	12
406	Increased traffic or burden on other roads	60	58	48	11	12	18	17	15	6	6	20	21	21
407	Option would use or require upgrades on other unsuitable roads	04	63	63	11	9	9	12	7	3	4	11	14	15
414	Option is expensive or not cost effective	02	12	12	29	35	34	39	28	7	7	34	33	36
419	Option does not effectively resolve issues affecting the current A83	53	33	33	44	44	66	66	55	44	44	88	77	66
420	Scale of works involved in option is disproportionate	33	66	88	10	12	11	10	9	0	1	9	8	11
421	Length of time taken to construct option	05	55	59	914	14	99	99	99	00	00	99	99	8

Figure 4.8 - Concerns relating to communities and environment associated with route corridor options

Code	Number of comments per route corridor option	1	2	3	4	5	6	7	8	8A	8B	9	10	11
403	Duration and / or effect of disruption	1	5	4	7	6	5	4	6	4	3	8	5	6
409	Impact on quality of life	0	5	4	6	5	5	4	12	4	4	15	18	15
411	Negative impact on nearby places or local economy	2	10	8	14	20	14	16	16	1	1	17	16	15
412	Impact on environment (including pollution)	2	16	13	18	16	13	12	16	2	2	17	17	17
413	Visual impact	2	10	9	11	10	11	11	9	3	4	12	12	13
417	Moving traffic away from route would be bad for business	0	2	1	3	7	2	5	2	0	0	4	2	5

Figure 4.9 - Suggested amendments by route corridor option

Code	Number of comments per route corridor option	1	2	3	4	5	6	7	8	8A	8B	9	10	11
501	Tunnelling	20	0	0	2	2	1	0	0	0	0	0	1	2
503	Roof or canopy over road	9	0	0	0	0	0	0	0	0	0	0	0	0
504	Viaduct or elevated road	16	0	0	0	0	1	1	0	0	0	0	0	0
506	Improve and / or utilise existing ferry connections	1	1	1	0	0	0	1	0	0	0	0	0	0
507	Suggested amendments to route, including different locations for links or bridges	15	3	1	8	7	2	4	0	0	1	0	4	4
508	Additional features of design not directly related to purpose of scheme	2	0	0	0	0	0	0	0	0	0	0	0	0
515	Improve public transport alongside roads	1	1	0	1	0	1	1	0	0	0	1	1	2
599	Suggested amendments other	1	1	1	0	0	0	0	0	0	0	0	0	0

