

Appendix B. Problems and Opportunities

Problems and opportunities relating to the strategic road network have been considered based on the following sources, which together form a review of existing policy and strategy documents, data analysis and stakeholder engagement:

- STPR2 Initial Appraisal: Case for Change Argyll & Bute Region;
- Argyll and Bute Transport Connectivity and Economy Research Report, HIE, June 2016;
- Argyll the Natural Choice – Argyll’s proposed Rural Growth Deal;
- Access to Argyll public consultation Autumn 2020; and,
- A83 Trunk Road Route Study Report Part A and Part B, 2013.

The table overleaf provides a summary of the problems and opportunities identified within the following categories:

- Connectivity;
- Travel times and reliability;
- Resilience;
- Safety; and,
- Sustainable travel & the environment.

Theme	STPR2 Case for Change	HIE 2016 Report	Proposed Rural Growth Deal	Public Consultation	Previous Route Studies
Connectivity	Lack of a good standard of transport infrastructure	<p>See Travel Times and Reliability.</p> <p>Also noted are potential benefits from a range of specific fixed link options in terms of benefits to improved connectivity.</p>	<p>The distance from key markets/suppliers, the requirement often to use ferries and high rural fuel prices, all result in high transport costs that are barriers to business growth in Argyll</p> <p>Improved access to national and global markets would bring significant, economic benefits for example via key sector businesses such as whisky, aquaculture and tourism in Argyll</p> <p>Deliver improvement action where evidence-based improvements are substantiated for strategic routes</p> <p>Ensure that strategic transport corridors are recognised in the National Transport Strategy and Strategic Transport Project Review</p>	<p>Help improve connectivity for communities – including comments that the route should go through or improve connections to and from particular areas e.g. Dunoon, Argyll or Cowal.</p>	<p>Impact of incidents at the Rest and Be Thankful and length diversion route adversely affecting connectivity, journey times, reliability and resilience</p> <p>Poor quality and standard of road on the A83 with impacts on journey times, reliability and safety</p> <p>Excessive duration of road closures on the A83 affecting connectivity, journey times and reliability</p> <p>Poor bus facilities</p>
	Limited number of regional cycle routes between communities regional routes do not provide a fully joined up network		<p>There are strategic gaps and opportunities to extend the Scotland's Great Trails network.</p>	<p>The scheme should consider or include safe and accessible routes for walking, cycling and horse riding – including tourism</p>	

				and other recreational use. Passing places and the straightness and speed of the road are raised as considerations for these road users.	
	Accidents or incidents effectively cut off parts of the region for a period, with significant length of alternative routes and the travel times involved.				
	Geographic location of Dunoon and Campbeltown are such that the time taken to reach the town by road is disproportionately long when considered in relation to their direct line distances from other areas			Provide an effective alternative (or alternatives) for ferry crossings, reducing or removing the need for these services for communities that currently rely on them. Islands should not be connected to mainland areas – some respondents opposing bridges or other crossings as part of whichever option is chosen.	
Travel times and reliability	Travel times can be long and/or unreliable	Long journey times between Oban and Glasgow by road for the distance, with reliability issues due to constraints on A82 Tarbet – Inverarnan and relatively slow average speeds on A85 Tyndrum - Oban, as well as	See Connectivity Improve journey times by installing climbing/safe overtaking lanes and other similar enhancements on the A83 network	Improve or reduce traffic and congestion, or at least avoid increasing traffic on existing routes. Reduce or improve journey times – either by addressing problems on the A83 or by	Impact of incidents at the Rest and Be Thankful and length diversion route adversely affecting connectivity, journey times, reliability and resilience

		<p>congestion and restricted capacity for growth in/around Oban.</p> <p>Problematic locations on the A83 at Dunderave, and Barmore Road, Tarbert.</p> <p>Disproportionate journey time for the distance between Oban and Lochgilphead, due to sub-standard nature of A816.</p> <p>Disproportionate journey times for the distance across Cowal between Dunoon, Bute (via Colintraive) and Kintyre (via Portavadie), where much of the road is single-track.</p>		<p>providing a more direct route for traffic between certain areas</p>	<p>Poor quality and standard of road on the A83 with impacts on journey times, reliability and safety</p> <p>Lengthy or no diversion routes available during incidents on the A83 affecting connectivity, journey times and reliability</p> <p>Excessive duration of road closures on the A83 affecting connectivity, journey times and reliability</p> <p>Conflicts between fast and slower moving traffic with limited overtaking opportunities</p>
	<p>Potential for conditions on the transport network (such as on roads and/or ferries) to worsen given the increase in slower moving traffic.</p>	<p>Also noted are potential benefits from a range of specific fixed link options in terms of benefits to improved connectivity and journey times.</p>			
	<p>Journey times by public transport are long.</p>				
	<p>Bus journeys disproportionately longer than the equivalent journey time by car.</p>				

Resilience	Lack of alternative travel options and/or competitive routes when there is disruption on the transport network	See Travel Times and Reliability	See Connectivity	Disruption and delay caused by closures and the impact this has on local businesses as well as residents and through-traffic.	Poor quality and standard of road on the A83 with impacts on journey times, reliability and safety
	The A83 Rest & Be Thankful suffers from weather-related events, such as flooding and landslips.	Poor resilience of journeys between Lochgilphead, Campbeltown and Glasgow by road, due to impacts of landslide and road accident related closures on A83	Improve route resilience by removing pinch points and addressing accident black spots	Improve the safety, reliability and resilience of the A83 – in particular addressing the vulnerability of the route to landslides which results in disruption and closures	Lengthy or no diversion routes available during incidents on the A83 affecting connectivity, journey times and reliability
	Closures and restrictions on the A83 Rest & Be Thankful costs the local economy and impacts on business investment within the region.				Impact of incidents at the Rest and Be Thankful and length diversion route adversely affecting connectivity, journey times, reliability and resilience
Safety	Conflicts between fast and slower vehicles	Long journey times and relatively slow average speeds noted	Long journey times with proposal for climbing/safe overtaking lanes noted	Road safety issues – mainly in relation to landslides, but also flooding and congestion. Improve the safety, reliability and resilience of the A83 – in particular addressing the vulnerability of the route to landslides which results in disruption and closures	Conflicts between fast and slower moving traffic with limited overtaking opportunities High traffic speeds relative to speed limits along sections of the A83

	The rate of KSI accidents on several sections of the trunk road network within the region exceeds national averages				
	Accidents on the road network within Argyll & Bute can lead to a number of temporary road closures, with significant diversions on unsuitable routes	Effects of accidents on traffic noted.	Improve route resilience by removing pinch points and addressing accident black spots.		Poor quality and standard of road on the A83 with impacts on journey times, reliability and safety.
Sustainable Travel and the Environment	<p>There are opportunities for Argyll & Bute to contribute positively to the country's ambitious statutory targets to tackle the global climate emergency by reducing emissions generated by the transport sector – particularly those relating to road-based travel.</p> <p>Given the longer distance travel in the region (including the 1 in 10 people travelling 30 kilometres or more to their place of work and the patient referrals to hospitals in the NHS Greater Glasgow and Clyde area) there is an opportunity to improve access to employment and healthcare, to help reduce travel in the region</p>				

Economic growth			Unlock strategic development sites for business and housing, and support key sectors such as tourism and aquaculture, by re-routing the A85.	Help support the local economy – either of a wider area like Argyll or a particular town. This includes comments on the tourist economy and businesses dependant on the existing route of the A83. The chosen option should not bypass villages which the current A83 passes through, as businesses and the local economy benefit from access to the road.	
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