JACOBS

A83 Trunk Road Route Study

Part B - A83 Tarbet-Lochgilphead-Kennacraig

Summary - Final

TRANSPORT SCOTLAND

February 2013

JACOBS

Document Control Sheet

BPP 04 F8
Version 14 July 2012

Project: A83 Trunk Road Route Study Report Project No: B1557610
Client: Transport Scotland
Document Title: Part B – A83 Tarbet-Lochgilphead-Kennacraig
Ref. No:

	Originated by	Checked by	Reviewed by	Approved by
ORIGINAL (Draft)	NAME **Laura Richmond**	NAME **Graeme McQuaker**	NAME **Stuart Turnbull**	NAME **Helen Bradley**
DATE **7/12/2012**	INITIALS LR	INITIALS GMQ	INITIALS ST	INITIALS EHB
	Document Status: Published Draft for Consultation			

	Originated by	Checked by	Reviewed by	Approved by
REVISION (Final)	NAME **Laura Richmond**	NAME **Graeme McQuaker**	NAME **Stuart Turnbull**	NAME **Helen Bradley**
DATE **22/02/2013**	INITIALS LR	INITIALS GMQ	INITIALS ST	INITIALS EHB
	Document Status: Published Final Report			

	NAME	NAME	NAME	NAME
DATE	INITIALS	INITIALS	INITIALS	INITIALS
	Document Status			

	NAME	NAME	NAME	NAME
DATE	INITIALS	INITIALS	INITIALS	INITIALS
	Document Status			

This Page is Blank

SUMMARY

Jacobs was appointed by Transport Scotland to undertake a study of the A83 Trunk Road to identify and appraise potential options to minimise the effects of road closures, investigate the feasibility of removing traffic pinch points and improve pedestrian safety in villages along the route.

This Part B report examines the issues along the length of the A83 Trunk Road between Tarbet and Kennacraig and presents the results of the transport appraisal in accordance with Scottish Transport Appraisal Guidance. The Part B Report excludes consideration of landslide issues at the Rest and Be Thankful, which are covered in the Part A report.

The A83 Trunk Road

The A83 Trunk Road runs from the A82 at Tarbet on Loch Lomond in a generally south westerly direction for 108 km to the Islay Ferry port at Kennacraig in Kintyre. The section of the A83 between Kennacraig and Campbeltown is not part of the trunk road network. The principal towns on the A83 Trunk Road are Inveraray, Lochgilphead and Tarbert and the road also serves Dunoon, the Cowal peninsula, Campbeltown and the rest of Kintyre. Traffic volumes on the route are relatively low at around 2,000-4,000 vehicles per day, however this increases to around 5,500 per day in the summer months.

Analysis of Problems and Opportunities

Current evidence-based problems and potential opportunities along the route were identified through a review of recent relevant studies, analysis of relevant available data and an inspection of the route. Consultation was undertaken, via a workshop, which enabled stakeholders to share their views about issues experienced by road users. This consultation exercise has also informed the identification of the evidence-based problems.

The problems identified can be summarised in the following broad categories:

- the overall geometric standard of the route; including restricted road width, poor horizontal and vertical alignment, the availability and standard of lay-bys and pinch points;
- concerns regarding pedestrian provision in Inveraray, Ardrishaig and Tarbert and between Tarbet and Arrochar;
- frequency and severity of injury related road collisions; and
- concerns over traffic speeds through communities along the route.

Transport Planning Objectives

Objectives and outcomes for the route were developed as part of the Strategic Transport Projects Review. Considering the route further and taking cognisance of the relevant local and regional transport strategies, the strategic objective for the study is to improve operating conditions on the A83. In addition, the following specific Transport Planning Objectives were developed to reflect the identified problems:

Transport Planning Objectives (continued)

- Improve journey time reliability by reducing the frequency and impact of road closures;
- Reduce accident rates and severity on the A83; and
- Improve pedestrian and cycling amenities in the settlements on the A83.

Option Generation, Sifting and Development

Options were generated with the potential to address the identified problems and contribute towards meeting the objectives. 30 potential options were identified for appraisal. The exercise to identify potential options was informed by a review of previous relevant study reports.

Potential options were grouped, by location, as follows:

- Whole route (3 options)
- Tarbet to Ardgartan (9 options)
- Clachan to Inveraray (8 options)
- Furnace (1 option)
- Minard (2 options)
- Lochgair (1 option)
- Ardrishaig (1 option)
- Erines (1 option)
- Tarbert (4 options)

Appraisal Process

The 30 identified options were subjected to a transport appraisal in accordance with the Scottish Transport Appraisal Guidance. The transport appraisal considers the performance of potential options against the objectives and the standard appraisal criteria of Environment, Economy, Safety, Integration and Accessibility & Social Inclusion.

Limited information was available to quantify the potential benefits of each of these options and, therefore, it has not been possible to carry out a cost benefit analysis. The appraisal has been completed based on a mainly qualitative assessment using a seven point assessment scoring system which provides a relative comparison between options, with additional quantifiable benefits included where possible.

During the appraisal process, a number of options were sifted out as they did not meet the objectives and/or demonstrated limited benefits in terms of performance against the appraisal criteria. The 13 options surviving the appraisal process represent a series of potential infrastructure, signage and road marking interventions, under five themes. These are presented in Table 1 below, together with an indication of preliminary costs and benefits and potential timescales for delivery, subject to funding availability and competing priorities in Scotland.

Theme	Option	Estimated Cost	Environment	Safety	Economy	Integration	Accessibility and Social Inclusion	Potential Delivery
Pedestrian Measures	Provision of a pedestrian crossing island on Barmore Road, Tarbert	£20K-£50K	0	✓✓	0	0	✓	M
Minor Improvement Schemes	Re-alignment of the bend at Strone Point	£1M-£5M	XX	✓✓✓	✓✓	0	0	L
	Implement Phase 1&2 of the Dunderave Scheme	£5M-£10M	XX	✓✓	✓	0	0	L
	Implement the preferred scheme for widening the pinch point at Erines	£2M-£5M	XX	✓	0	0	0	L
	Widen the pinch point at Barmore Road, Tarbert and provide priority control in remaining section	£500K-£1M	XX	✓	0	0	✓	L
Measures to Improve Information	Improved signage on the A819 junction in Inveraray	<£5K	✓	✓	0	0	0	S
Safety Improvement Measures	Improve signing, lining and surfacing on the bend at Tarbet tearooms	£5K-£10K	0	✓	0	0	0	M
	Improve signing, lining and surfacing on the bend at Ardgartan Caravan Park	£5K-£10K	0	✓	✓	0	0	M
	Improved signage at the church on Main Street, Inveraray	<£5K	0	✓	0	0	0	S
	Re-model the junction at the north of the village of Furnace to improve visibility for vehicles emerging from the village, especially buses	£20K-£50K	X	✓	0	0	0	L
Speed Control Measures	Flashing speed warning signs in the 40mph limit at Minard	£5K-£10K	0	✓	0	0	0	S
	Flashing speed warning signs in the 40mph limit at Lochgair	£5K-£10K	0	✓	0	0	0	S
	Flashing speed warning signs in the 30mph limit at the north of Ardrishaig	£5K-£10K	0	✓	0	0	0	S

✓✓✓ Major Benefit
✓✓ Moderate Benefit
✓ Minor Benefit
0 Neutral
X Minor negative Impact
XX Moderate Negative Impact
XXX Major Negative Impact

Potential Delivery:
S – Short Term
M – Medium Term
L – Long Term

Table 1 Infrastructure Measures

Table 1 provides a summary of potential options along the A83 Trunk Road, which have been appraised, mainly qualitatively, in terms of meeting the objectives and performance against the appraisal criteria. Given the different range and type of potential interventions and the specific problem which each one may address, a relative comparison of one intervention against another is not always appropriate.

The potential options have, therefore, been grouped into common themes to allow a general overview of options which address similar types of issues. Options under the grouping of 'minor improvement schemes' address recognised pinch points and road casualty cluster points on the route. The potential quantifiable benefits relating to each of the minor improvement schemes mainly relate to potential cost savings from reduced casualty numbers and/or casualty severity. The positive and negative impacts are presented using the seven point scale detailed above. The assessment indicates that measures to realign the bend at Strone Point potentially provide the greatest benefits, followed by the intervention at Dunderave, although it should be noted that a quantified economic assessment has not been undertaken at this stage.

Potential options such as upgrading the whole route to a standard level of cross-section, or providing upgraded and additional lay-bys, in line with current Design Manual for Roads and Bridges (DMRB) standards, were also considered in the appraisal. Whilst these potential options were not taken forward within this study, consideration should be given to upgrading the standard of sections of the route, particularly with regard to cross section and lay-by provision, as part of ongoing maintenance and upgrade programmes. The rationale for implementing such interventions would need to be clear. In addition, in order to investigate further the issue of pedestrian casualties and facilities in Inveraray, consideration should be given to conducting a feasibility study.

Conclusions

The potential options identified in this study align with the approach recommended in the STPR, which recognised the need to maintain and safely operate the road in the context of a route management strategy. The potential options comprise a series of localised improvements to address the evidence based problems on the route.

The measures range from the implementation of improved direction or warning signs, which are relatively inexpensive and straightforward to implement, to minor improvement schemes that address specific pinch points and provide a greater level of benefit. The rationale for taking forward any option for further development and implementation would need to be clear and assessed against other competing priorities for the trunk road budget. For example, the minor improvement schemes, if developed further, would require additional assessment, planning and design work. Minor improvement schemes are generally managed and implemented on behalf of Transport Scotland by the Trunk Road Operating Companies.