

Minutes of the 31st A83 Taskforce Meeting, 12 March 2026, 10 to 11:30am

Attendees

Fiona Hyslop (FH) – Cabinet Secretary for Transport – Chair

Paul Richardson (PR) – Deputy Private Secretary to Cabinet Secretary for Transport

Jackie Baillie MSP (JB) – Scottish Parliament

Jenni Minto MSP (JM) – Scottish Parliament

Keir Low (KL) – Office of Jenni Minto MSP

Michael Perera (MP) – Office of Rhoda Grant MSP

Kirsty Watson (KW) – Office of Brendan O'Hara MP

Jen Scotney (JS) – Office of Ariane Burgess MSP

Lawrence Shackman (LS) – Transport Scotland

Alasdair Graham (AG) – Transport Scotland

Gavin Dyet (GD) – Transport Scotland

Gordon Ramsay (GR) – Transport Scotland

James Porteous (JP) – Transport Scotland

Anthony Topping (AT) – Transport Scotland

Jacob Logan (JL) – Transport Scotland

Douglas Laird (DL) – Transport Scotland

Ian Woodcock (IW) – Transport Scotland

Tanja Waaser (TW) – Transport Scotland

Ho Yan Grace Lee (GL) – Transport Scotland

Alison McNeill (AM) – Transport Scotland

Mark Sanders (MS) – AtkinsRealis WSP Joint Venture

Rory Gunn (RG) – AtkinsRealis WSP Joint Venture

Caroline Trainer (CT) – AtkinsRealis WSP Joint Venture

Eddie Ross (ER) – BEAR Scotland

Mike Baxter (MB) – BEAR Scotland

Ged Mitchell (GM) – BEAR Scotland

Steven Taylor (ST) – BEAR Scotland

Cllr John Armour (JA) – Argyll & Bute Council

Cllr William Sinclair (WS) – Argyll & Bute Council

Cllr Dougie Philand (DP) – Argyll & Bute Council

Transport Scotland

Cllr Maurice Corry (MC) – Argyll & Bute Council
Cllr Jennifer Kean (JK) – Argyll & Bute Council
Hugh O'Neill (HON) – Argyll & Bute Council
Andrew Summers (AS) – Argyll & Bute Council
Nick Gough (NG) – Forestry and Land Scotland
Gavin Dick (GDi) – Inveraray Jail
Kirsty Robb (KR) – Ridings Sawmills
Hugh Nicol (HN) – Inveraray Castle
Iain Catterwell (IC) – AMAC Forestry
Ranald Robertson (RR) – Highlands and Islands Transport Partnership
John Gurr (JG) – RaBT Campaign Group Chair
David Sumsion (DS) – Ardkinglas Estate
Jane MacLeod – Mid Argyll Chamber of Commerce
Kenny MacLeod – MacLeod Construction Ltd
Gordon Ross (GRo) – Western Ferries
Martin Bell (MBe) – Road Haulage Association
Nicholas Sobey (NS) – Highlands and Islands Enterprise
Cathy Craig (CC) – Wild About Argyll
Alan Bell (AB) – The Loch Lomond and Trossachs National Park
Simon Stuart (SS) – Argyll Timber Transport Group

Apologies

Brendan O'Hara MP – UK Parliament
Ariane Burgess MSP - Scottish Parliament (Jen Scotney attending in her place)
Tim Eagle MSP – Scottish Parliament
Jamie Halcro Johnston MSP – Scottish Parliament
Edward Mountain MSP – Scottish Parliament
Hugh Gillies – Transport Scotland
Kirsty Flanagan – Argyll and Bute Council
Kevin McIntosh – Argyll and Bute Council
Pippa Milne – Argyll and Bute Council
Iain MacInnes – Lochgoilhead community council
Alexandra Herdman – Logistics UK
Morag Goodfellow – Highlands and Islands Enterprise
Gordon Watson – Loch Lomond and the Trossachs National Park
Lucy Sumsion – National Farmers Union

Agenda

Part 1: Rest and Be Thankful

Transport Scotland

1. Introduction and apologies
2. Actions from previous minutes
3. BEAR Scotland update on current mitigation and traffic management on the A83
4. Update on progress of Medium and Long Term Solutions, including outcomes from two-way appraisal work
5. General discussion
6. Summary and date of next meeting

Part 2: A83 Operation and Road Maintenance

8. BEAR Scotland update on current ongoing road operation and maintenance along the wider A83 route followed by open discussion
9. General discussion and AOB

Part 1 – A83 Rest and Be Thankful

The Cabinet Secretary for Transport, Fiona Hyslop (FH), welcomed everyone to the 31st A83 Taskforce meeting.

FH assured Taskforce members that she was committed to building on the positive engagement undertaken to date with stakeholders through the A83 Taskforce. FH noted that she will be retiring from her position of MSP and Cabinet Secretary for Transport in advance of the upcoming Scottish Parliament elections and as such this was her last time chairing the A83 Taskforce.

FH reaffirmed the Scottish Government's ongoing commitment to keeping Argyll and Bute open for business and that the Government is acutely aware of the importance of the A83 trunk road to the communities and economy of the Argyll and Bute area. FH noted impacts of the scheme should be carefully considered, particularly due to the impacts on local communities.

FH noted that following the roundtable meetings which took place on 12 September 2025, she instructed officials at Transport Scotland to re-evaluate three options which were previously assessed as part of the medium term solution but with no convoy working or traffic lights. FH noted this was a key request from the Campaign Group and noted Transport Scotland officials have addressed this promptly and effectively.

FH noted she was pleased to hear that the Campaign Group have had productive meetings with Transport Scotland officials and would like to thank all attendees from the Campaign Group for their time and valuable input to this appraisal work.

FH confirmed that officials at Transport Scotland had carried out a robust review of three options previously assessed for the medium term solution but with no convoy working or traffic lights. FH noted that she had now received the outcome of this appraisal work, however, had not yet had an opportunity to review it. FH noted that officials at Transport Scotland would present later in the meeting some of the key findings from the appraisal. FH continued to note that she was keen to hear the views from Taskforce members before any decision is made, and that there would be an opportunity to do so later in the meeting.

1) Introduction and Apologies

FH informed the group that Transport Scotland officials and their technical advisors would provide updates on the work which has been taken forward since the last taskforce in October. This will include updates on the current conditions and mitigation on the hillside as well as the current traffic management from BEAR Scotland.

FH noted that as per previous Taskforce meetings, she intended to focus directly on the short, medium and long term works associated with the Rest and Be Thankful in the first part of this Taskforce meeting, and thereafter would hand over to Officials at Transport Scotland to lead discussions on the Road Operation and Maintenance on the wider A83 Trunk Road. FH noted that Officials at Transport Scotland are best placed to respond to any queries on the operation of the wider A83.

FH added that apologies were received and noted that these will be recorded in the minutes.

2) Actions from previous minutes

FH asked Gordon Ramsay (GR) to provide an overview of the outstanding actions from the previous taskforce meeting:

Action 28.7) In relation to the drainage works and open culvert at the Rest and Be Thankful, Drainage works to be planned following completion of the Long Term Solution Ground Investigation.

GR confirmed that Drainage improvements were completed on the eastbound carriageway near the Cobbler Bridge before Christmas. A further phase of drainage improvements on the westbound carriageway is programmed to commence in May.

Transport Scotland

Action 28.8) BEAR will provide an update on the improvements at the Erines pinch point.

GR confirmed that a review of the previous design work at Erines had been undertaken. Transport Scotland and BEAR are now planning to carry out an options review in the coming financial year to inform the suitable solution to improve Erines pinch point.

Action 29.3) FH requested that an indicative high-level programme is developed for future works and is shared with the Taskforce.

GR confirmed this programme was issued to Taskforce Members on 15 December and this action can be closed.

Action 30.1) Transport Scotland to progress discussions with Western Ferries and the Road Haulage Association separate to roundtable discussions.

GR confirmed that meetings with Western Ferries and the Road Haulage Association have been held, including a survey which was issued by the Road Haulage Association, to their members. Feedback from these discussions indicated that there is little appetite from hauliers to use these ferry services, and as such this action can be closed.

Action 30.2) Transport Scotland to review the Old Military Road average journey time details and provide day-time average journey times.

GR confirmed this information was provided to Taskforce members on 10 November 2025 and this action can be closed.

Action 30.3) Transport Scotland to engage with HIE and Argyll and Bute Council to facilitate an economic impact forum.

GR confirmed that Transport Scotland officials had held meetings with HIE to discuss this. This action remains open and dialogue will continue in the coming weeks and months.

Action 30.4) Transport Scotland to distribute the medium term solution scheme assessment report and the technical paper previously shared with the A83 campaign group.

GR noted that this paper was issued to Taskforce members on 10 November 2025 and this action can be closed.

Action 30.5) Transport Scotland to arrange further discussions with John Gurr and the Campaign Group to review two-way options.

GR confirmed that meetings to discuss the two-way free flowing options were held with the Campaign Group, as well as a site visit to the forestry track in November 2025; this action can be closed.

Action 30.6) BEAR Scotland to review weekly maintenance programme, considering vegetation clearance.

GR noted that BEAR Scotland continue with weekly inspections to identify category 1 defects requiring priority attention. A programme of landscape vegetation cut back was undertaken between Tarbet and Campbeltown in November 2025 and January 2026 and is continuing through to the end of March 2026.

Action 30.7) BEAR Scotland to review the temporary diversion route for Low Ballevain during resurfacing works.

GR noted that BEAR Scotland's Roads team were advised of the concerns regarding traffic diverting onto this local road and subsequently liaised with Argyll and Bute Council with regards to the provision of additional temporary signing during planned resurfacing on the A83.

Action 30.8) BEAR Scotland to provide update on two pedestrian crossing in Campbeltown.

GR noted that this work commenced on 4 March 2026 and will take 6 weeks to complete.

Action 30.9) BEAR Scotland to review road signage at A82 / A83 junction.

GR noted that the signage on the northbound approach to the A82/A83 junction has been reviewed and is considered to be suitable, particularly given the 30/20mph speed limit. The combination of Advanced Direction Sign, brown tourist sign and finger post signage at the junction and the recently refreshed road markings give good warning of the road layout ahead.

Action 30.10) BEAR Scotland to consider opportunities for dedicated response unit and quicker response times to open road following landslide.

Transport Scotland

GR noted that apparent delays to the start of clear up is normally due to ensuring it is safe to commence rather than a delay in the actual mobilisation of equipment to site so proactive pre-deployment would not actually speed up response. BEAR do provide a road sweeper on standby when the Old Military Road (OMR) is in use and this can be used to cover any smaller issues on the A83 in the vicinity. BEAR will ensure the supply chain is kept informed when landslides are predicted to be more likely. GR also noted that this coincides with the precautionary use of the OMR which is notified to all stakeholders.

FH thanked GR for deliver these updates, noting that they are responsive and constructive.

3) BEAR Scotland update on current mitigation and current condition of the hillside

FH invited Eddie Ross (ER) from BEAR Scotland to present an update on their short-term improvement works and also to provide an update to the current situation on the hillside at the Rest and Be Thankful.

ER introduced himself and presented slides which included an update on the work at the Rest and Be Thankful. ER noted that traffic management was in place to allow for essential works to be carried out and would be removed following the completion of the works. ER also noted that the length of the traffic management was to ensure that no traffic was queueing under high-risk channels to ensure safety to road users and would be shortened from April to September when it was safe to do so.

A copy of the slides can be found in **Annex A**.

FH thanked ER for his presentation, noting this is a timely reminder of the constant improvement and strengthening works ongoing at the Rest and Be Thankful whilst the Medium and Long Term Solutions are being delivered. FH invited questions from the taskforce.

David Sumsion (DS) asked what would happen after July in regards to the traffic management and queried if there was a potential to do the work at night to reduce the impact of the works, DS also asked if there was a planned completion time for the works.

Transport Scotland

ER responded that after July, works will be reviewed on a month-by-month basis and is informed by current weather conditions, weather forecast and conditions on the hillside. ER also noted that the first phase of work will indicatively be completed in early summer but highlighted that there would likely be works after this time elsewhere in the A83 Trunk Road.

John Gurr (JG) noted that it had been six years since the road had been open to two-way traffic for any significant length of time and asked whether the works could be done during winter months to reduce the impact on tourism. JG suggested that there should be no roadworks from April to September, with the road being open two-way, and all maintenance and improvement works should be carried out from October to March.

ER noted that this was a relatively modest programme that dealt with essential works, and whilst some of the proposed works could be delayed, the preference is that these issues were dealt with early in order to reduce risk. ER also noted that it was decided on a case by case basis whether the work was essential, he acknowledged the concerns and noted discussions can take place with Transport Scotland to move some less urgent works into the winter period. ER reassured the Taskforce that Transport Scotland and BEAR are cognisant of concerns.

FH noted these concerns and noted that decisions come with consequences and risk needs to be balanced. FH asked Transport Scotland and BEAR to investigate the feasibility of moving works to the winter period.

Action 31.1) Transport Scotland and BEAR Scotland to consider moving maintenance and improvement works on the Rest and Be Thankful to the winter period.

Maurice Corry (MC) raised concerns around the slips seen on the hillside below the A83, and asked if the mitigation work to address this is sufficient and safe.

ER noted these concerns and highlighted that this was being addressed. ER also noted that works along the road were required to keep on top of these issues. ER added the ongoing drainage works are a key priority and will be delivered timeously.

Jackie Ballie MSP (JB) highlighted her support for what JG had said, and reiterated that it was important to ensure the message that Argyll and Bute was open to tourism was highlighted and noted her support with regards to adjusting the programme by moving maintenance and improvement works into the winter period.

ER responded that they were open to adjusting the programme, where feasible, but that they needed to keep on top of issues.

4) Update on progress of Medium and Long - Term Solutions.

FH invited GR, Transport Scotland's Project Manager for the A83 Rest and Be Thankful scheme, along with Rory Gunn (RG) from technical advisors AtkinsRéalis WSP Joint Venture, to provide an update on the appraisal work which been undertaken in relation to considering two-way free flowing options for a medium term solution.

GR noted the MTS and LTS works are ongoing, noting the schemes are progressing through the statutory process and design work has continued to progress. GR continued to note the priority during this period has been to carry out a robust review of two-way free flowing options for a medium term solution, as discussed at the previous Taskforce meeting in October 2025.

RG provided an overview of the three options investigated along with a summary of the key findings from the appraisal.

A copy of the slides can be found in **Annex B**.

5) General Discussion

FH thanked RG for the presentation and asked how the figures presented compared to the current preferred option. GR noted there were significant increases in cost and time to deliver the two way options assessed compared to the currently promoted option. RG added that for the currently promoted scheme the average journey time (7am to 7pm) is in the order of 15 minutes, however acknowledged that these are likely to be higher during summer periods. RG noted that the upper cost estimate for the proposed scheme is approximately up to £34M (£40M adjusted for inflation). RG also noted that since it is currently in the statutory process, and should a public local inquiry (PLI) be avoided, it would be about 18 months until construction could commence, with a further 12-18 months if a PLI was required.

Jenni Minto MSP (JM) noted a lot of information was shared by local businesses at the roundtable meetings and what work has been done to address these when compared to the spend on the road?

Transport Scotland

GR noted that as discussed previously it was very difficult to carry out a full economic assessment as that would likely require seeking the accounts from local businesses over a number of years and comparing them to weather and days the Old Military Road was in operation among other factors, resulting in a significant amount of time and work but noted that these concerns raised at the Roundtable meetings have been shared with FH in the reporting process.

FH noted the construction costs as presented by RG and confirmed she would take the economic effects raised during these discussions into consideration when reviewing the report. FH added that the community and economy of Argyll and Bute brings a different dimension to this piece of work compared to others elsewhere.

JG said that he shared a document with Taskforce members last week which highlights the existing Medium and Long-Term Solution options combined versus the two-way options currently under consideration, including costs and the Campaign Group's views on the positives and negatives for each of those options. JG added that this sets out Campaign Group's view and also includes a fourth option for the two-way forestry track green route to be the solution for both the medium and long term. JG added that at the roundtable meetings, the Rest and Be Thankful Campaign Group communicated there would be £532m of direct economic impact plus an additional £400-500m of investment delay impact should a two-way road not be provided in the medium and long-term. JG noted this was prepared based on everyone's input. JG said that there is no need to look at business accounts throughout Argyll and Bute, a review needs to be undertaken which looks at the scale of the impact versus the scale of spend and this will give you the information to base a decision.

JG added that they have come to the conclusion that a two-way forestry track would be built to last 120 years and stated that one road should be built not two roads. JG said that one road on the green route (forestry track) would take a total of six years to complete and this is comparable with the current timescales for the medium and long-term solutions, is at least half the cost of the current proposals and will be built off-line and avoid all the issues with the current proposals. JG stated the Rest and Be Thankful Campaign Group's preferred option remains the green route on the forestry track and have tried to give as much information to inform a decision. JG said the meetings they have had with Transport Scotland were good, cordial and collaborative and thanked GR and his team for their time.

Dougie Philand (DP) asked what the "delays to commencement" meant within the option summary tables in the presentation.

Transport Scotland

RG said that the reason for the delay is that if an alternative solution, i.e. a two-way option, is progressed as the medium-term solution, this would need to be constructed in advance of commencing construction of the currently promoted Long-Term Solution. RG noted that the time to construction for all two-way options is outlined as three and a half years (assuming no Public Local Inquiry is required) and the construction duration of the two-way options ranges from two to two and half years, as outlined in the slides.

JB noted that she was happy that an appraisal had been carried out and highlighted that there are pressures in capital funding just now, and that due to this these alternative options were helpful and suggested these would provide a cost-effective solution.

FH highlighted that there is a difference between the temporary solution and a permanent solution and that this would need to be considered as part of the decision making process.

Alan Bell (AB) noted the basis for the Campaign Groups concerns but highlighted concerns around what would happen to the current A83 trunk road if the forestry track was chosen to replace it. AB noted that there were generally three options to consider, to hand it over to Argyll and Bute Council to operate, to remove it, or to leave it in place and allow it to degrade slowly, and highlighted that if it was not used a clear solution would be needed.

FH noted there can be intended or unintended consequences of a decision on this matter and stated the issue comes back to what is considered temporary and what is considered permanent. FH also noted JG's reference to the forestry track and his assertion that it will last 120 years and stated she will look at the information provided by Transport Scotland officials.

GR noted that in the event the forestry track was taken forward as a long-term solution the current road would likely be de-trunked and handed back to the local authority, which is the common approach on this matter. GR noted that the two-way forestry track option discussed at the meeting today has been designed and appraised as a Medium-Term Solution and not a Long-Term Solution. GR advised that if the two-way forestry track was to be progressed as a Long-Term Solution, this would be similar to the green option considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment which included a 2.3km long debris flow shelter. GR noted that the forestry track two-way option in the medium term includes a need for landslide and boulder fall mitigation and ongoing hillside monitoring, similar to the current position on the A83. GR noted there are boulders visible upslope of the forestry track that could come down and this option, as

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suggested by the Campaign Group, does not guarantee that it will remain open when it rains. GR also noted the need to consider what impacts climate change may have the hillside above the forestry track in years to come, and how that may affect the possible risks.

Cllr John Armour (JA) challenged whether the debris flow shelter proposed for the LTS currently would be effective due to the effectiveness of the existing mitigation measures and risk of landslides in other locations along the road. JA noted he is becoming increasingly convinced that a solution to deliver a LTS on the other side of the glen may be preferable.

JG noted during the forestry track walkover, that in his view these problems would all be removed during the construction works, and no mitigation above the hillside or protection of the road will be required. JG noted the “over the top safety” would not be necessary.

DS highlighted several factors that had emerged since the initial decision on which option to take forward had been made:

1. the roundtable had identified potential £500M to £1B impact to the Argyll economy,
2. The landslide risk on the green route, on the west side of the glen, is nowhere near as high as the existing A83 and highlighted JG’s comment regarding the evidence of historic damage on that hillside is burnside erosion downslope rather than actual landslides and no different to other parts of the A83. DS added that the debris flow shelter on the green route is not justified which is a large part of the cost of the permanent solution looked at previously.
3. Transport Scotland is still waiting on the results from the ground investigation for the long term solution which would likely cause significant cost increases for the project as well as highlighting the concerns around the weakness of the hillside below the current route, however DS noted it is appreciated this is a question mark at this stage.

DS requested that the Cabinet Secretary “leave a memo” for her successor to consider an alternative, namely the green route, is considered.

FH noted that these were important points to highlight and that these would be considered during the assessment of the options but noted that all decisions would have consequences and consideration will be given to timescales and impacts of all options.

6) Summary and date of next meeting

FH thanked the taskforce for their attendance and contributions to the meeting.

FH reminded everyone that she will be retiring from the position as Cabinet Secretary for Transport in advance of the upcoming Scottish Parliament elections and as such this was her last time chairing this A83 Taskforce. FH thanked everyone for their contributions to the A83 Taskforce during her time as chair and wished everyone all the best in the future.

FH handed over to Douglas Laird (DL) from Transport Scotland to chair the next part of the meeting on the operation and maintenance of the wider A83.

Part 2 – A83 Operation and Road Maintenance

DL thanked the Cabinet Secretary for her time and input in chairing the Taskforce meetings and wished her all the best in her retirement. DL invited ER from BEAR Scotland to present an update on their ongoing maintenance and operations work on the wider A83 Trunk Road.

7) BEAR Scotland update on current ongoing road operation and maintenance

ER provided update on the current ongoing road operation and maintenance programme on the wider A83 Trunk Road. ER also noted that they had commenced meetings with Argyll and Bute Council to discuss any issues or emergency situations.

A copy of the slides can be found in **Annex C**.

8) General discussion and AoB

DL thanked ER and invited queries from members of the Taskforce on the wider A83 Trunk Road network.

Iain Catterwell (IC) asked for elaboration on the steps being taken further to the removal of the Forestry and Land Scotland (FLS) trees.

ER noted they were in the early stages of these discussions and planning works are ongoing. ER noted engagement with FLS on these matters is ongoing.

IC noted this was raised at the 29th A83 Taskforce meeting and that it would be helpful to have notice on this when it progressed, and asked FLS for input on this.

Action 31.2) BEAR Scotland to provide update on FLS clearance works

Nick Gough (NC) noted they were developing proposals currently and were in discussion with Transport Scotland and BEAR.

Transport Scotland

JA reaffirmed that the meetings between Argyll and Bute Council and BEAR were useful especially in dealing with issues. JA also noted that the work done to cut back scrub was helpful and had been well received. JA added that there is a lot of focus on the negative but it is important to recognise the positive work undertaken.

ER appreciated the feedback and noted that this will require constant attention and regular maintenance to keep it under control. DL added that vegetation cutback is an issue that is being addressed across the wider trunk road network.

JG noted that the minister had talked about the review to the Erines pinch point and asked how this would be addressed going forward. ER noted it was an open action for the Taskforce and ongoing updates would be provided at future meetings. JG asked if timescales could be provided for this. ER noted that the plan was to conclude the options review this financial year. ER noted that this work may require environmental surveys and land acquisitions and would therefore take some time before it was complete. DL noted that an update would be provided on the timescales in the future.

Action 31.3) BEAR Scotland to provide an update on the timescales for the work at the Erines pinch point.

DL thanked everyone for their attendance and contributions to the meeting and noted that the minutes for this meeting will be issued in due course.

DL noted that there would be a new cabinet following elections in May and as such Transport Scotland would be in touch in due course with a date for the next Taskforce meeting, however, it was noted that this may be after the summer period following the Scottish Parliament elections, to allow a settling in period for Ministers.

Summary of Actions

Previous Open Actions

Action 28.7) In relation to the drainage works and open culvert at the Rest and Be Thankful, Drainage works to be planned following completion of the Long Term Solution Ground Investigation.

Action 28.8) BEAR will provide an update on the improvements at the Erines pinch point (Superseded by action 31.3)

Action 30.3) Transport Scotland to engage with HIE and Argyll and Bute Council to facilitate an economic impact forum.

Action 30.6) BEAR Scotland to review weekly maintenance programme, considering vegetation clearance.

Action 30.7) BEAR Scotland to review the temporary diversion route for Low Ballevain during resurfacing works.

Part 1: Rest and Be Thankful

Action 31.1) Transport Scotland and BEAR Scotland to consider moving maintenance and improvement works on the Rest and Be Thankful to the winter period.

Part 2: A83 Operation and Road Maintenance

Action 31.2) BEAR Scotland to provide update on FLS clearance works.

Action 31.3) BEAR Scotland to provide an update on the timescales for the work at the Erines pinch point.

Annex A – BEAR Scotland RaBT Presentation Slides



A83 Taskforce **Meeting No. 31**

Microsoft Teams
12 March 2026

Eddie Ross
Scheme Delivery Manager



A83 Taskforce
Meeting No. 31
Microsoft Teams
12 March 2026
Eddie Ross
Scheme Delivery Manager

A83 Taskforce



Presentation Overview

Part 1: Rest and be Thankful

- Drainage improvements / road edge strengthening / minor slip repair
- Phase 7 lower slope strengthening
- Debris barrier repairs
- Loch Restil minor slip repair.
- Works planned in next period

Part 2: Wider A83 works programme

- Works completed since last meeting
- Works planned in next period

A83 Taskforce

Presentation Overview

Part 1: Rest and Be Thankful

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Part 1: Rest and be Thankful

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Part 1: Rest and Be Thankful

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Drainage Improvements/Edge Strengthening



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Drainage Improvements/ Edge Strengthening

The slide contains two photographs of drainage improvements/ edge strengthening works along the A83. The first photograph shows a drain being installed along the edge of the road. The second photograph shows the finished work along the edge of the road with the edge being filled in with stones.

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Minor Slip Repair



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Minor Slip Repair

Slide contains a photograph of the finished repair works to a slip along the A83.

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Lower Slope Strengthening



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Lower Slope Strengthening

Slide contains a photograph of a slip to the hillside below the A83.

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Lower Slope Strengthening



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Lower Slope Strengthening

Slide contains a photograph of plant working on the A83 to repair damage from a slip below the A83.

A83 Taskforce



Lower Slope Strengthening



A83 Taskforce

Lower Slope Strengthening

Slide contains a photograph of soil nails installed on the hillside below the A83 to repair damage from a slip.

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Barrier Repairs



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Barrier Repairs

Slide contains a photograph of barrier fences.

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Loch Restil – Minor Slip Repair



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Loch Restil – Minor Slip Repair

Slide contains a photograph of a slip of the hillside above the road with plant working to fix it near loch Restil.

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Further BEAR works

Rest and be Thankful

- Continuing debris fence repairs
- 3a lower slope and culvert
- Westbound drainage improvements
- Further barrier repairs and fencing

Other Nearby Works

- Loch Restil Scour
- [Butterbridge Slope Repairs](#)
- [Butterbridge Safety Barrier](#)

Traffic Management

- Traffic management only in place now to facilitate essential works
- Length of restriction – During wetter seasons queuing under key channels not permitted leading to longer restrictions. Between April and July this may be relaxed when possible.

Further other works

- Forestry and Land Scotland tree removal south of Rest and be Thankful



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Further BEAR works

Rest and Be Thankful

- Continuing debris fence repairs
- 3a lower slope and culvert
- Westbound drainage improvements
- Further barrier repairs and fencing

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Thank You & Any Questions

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Thank You & Any Questions

Annex B – AtkinsRealis WSP Joint Venture Presentation Slides



A83 Rest and Be Thankful

Task Force No.31

12 March 2026

Rory Gunn (AWJV)

Two – Way Free Flowing Options

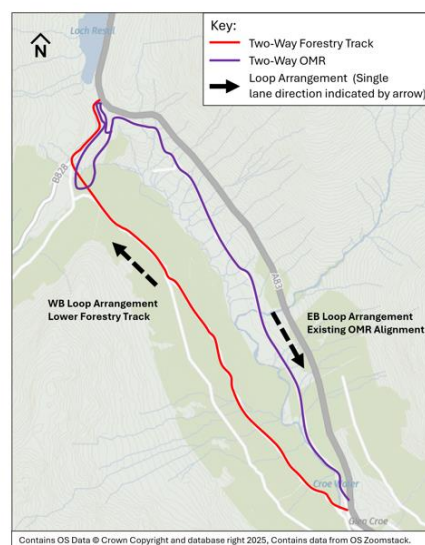
Task Force Action 30.5: Transport Scotland to arrange further discussions with John Gurr and the Campaign Group to review two-way options.

Meetings Held:

- 29 October 2025 (Inveraray)
- 18 November 2025 (Site walkover - forestry track)
- 10 December 2025 (Inveraray)
- 30 January 2026 (online - Teams)

Transport Scotland has taken forward outline design and appraisal of the following two-way, free flowing options:

- Two-Way Forestry Track
- Two-Way Old Military Road (OMR)
- Loop Arrangement (westbound on Forestry Track, eastbound on OMR)



AtkinsRéalis wsp

Two – Way Free Flowing Options

Task Force Action 30.5: Transport Scotland to arrange further discussions with John Gurr and the Campaign Group to review two-way options.

Meetings Held:

- 29 October 2025 (Inveraray)
- 18 November 2025 (Site walkover – forestry track)
- 10 December 2025 (Inveraray)
- 30 January 2026 (online – Teams)

Transport Scotland has taken forward outline design and appraisal of the following two-way, free flowing options:

- Two-Way Forestry Track
- Two-Way Old Military Road (OMR)
- Loop Arrangement (westbound on Forestry Track, eastbound on OMR)

Slide contains a diagram showing the routes of the options through Glen Croe valley investigated in the appraisal with a red line along the Forestry track, a purple line along the Old Military Road and arrows indicating the directions for the loop option.

Two – Way Forestry Track Summary



Overview:

Two-way single carriageway option generally following the existing lower forestry track on the western side of Glen Croe on the lower slopes of Ben Donich.

Key Features:

- Length: 3.85km
- Carriageway width: 9.3m (incl 1m hardstrips)
- Average Gradient: 7.1%
- Max. Gradient: 10%
- Max height cutting: 66m
- Watercourse crossings: 46 No. (estimate)

Journey Times (Ave. Annual 12 hour (7am-7pm))	Scheme cost estimate	Time to start of construction	Construction Duration
Westbound: 7 mins Eastbound: 5 mins	Estimated Total Outturn Costs: £239M to £255M (incl. Prep, inflation, risk/opportunity, Optimism Bias, VAT)	3.5 years (assuming No. PLI) Notes: Ground Investigation (in parallel with DMRB Stage 2 & 3): 18 months DMRB Stage 2: 6 months DMRB Stage 3 and EIA: 12 months Statutory Process (assumes no PLI): 12 months Procurement: 12 months	2.5 years Note: total time to completion will impact commencement of LTS construction resulting in inflationary increase of £70M to £90M to LTS outturn cost.



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Time to start of construction:

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Notes:

Transport Scotland

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DMRB Stage 2: 6 Months

DMRB Stage 3 and EIA: 12 months

Statutory Process (assumes no PLI): 12 months

Procurement: 12 months

Construction Duration:

2.5 years

Note: total time to completion will impact commencement of LTS construction resulting in inflationary increase of £70M to £90M to LTS outturn cost.

Two – Way Old Military Road (OMR) Summary



Overview:

Generally follows the existing alignment of the OMR up to the point of the existing 'hairpin' bend as a two-way single carriageway. At this point, the route diverges, with an offline northbound carriageway heading west before connecting into the B828, widened to accommodate two-way traffic. Eastbound traffic would continue to use the OMR from the Rest and Be Thankful car park.

Key Features:

- Length: 4.76km (westbound), 3.97km (eastbound)
- Carriageway width: 9.3m (incl 1m hardstrips), 4m for single track sections
- Average Gradient: 8.74% (westbound), 12% (eastbound)
- Max. Gradient: 14.72% (existing OMR)
- Max height cutting: 30m
- Watercourse crossings: 39 No. (estimate)

Journey Times (Ave. Annual 12 hour (7am-7pm))	Scheme cost estimate	Time to start of construction	Construction Duration
Westbound: 7 mins 30 seconds Eastbound: 5 mins 15 seconds	Estimated Total Outturn Costs: £87M to £99M (incl. Prep, inflation, risk/opportunity, Optimism Bias, VAT)	3.5 years (assuming No. PLI) Notes: Ground Investigation (in parallel with DMRB Stage 2 & 3): 6 months DMRB Stage 2: 6 months DMRB Stage 3 and EIA: 12 months Statutory Process (assumes no PLI): 12 months Procurement: 12 months	2 years Note: total time to completion will impact commencement of LTS construction resulting in inflationary increase of £70M to £90M to LTS outturn cost.



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Westbound: 7 Minutes 30 seconds

Eastbound: 5 Minutes 15 seconds

Scheme cost estimate:

Estimated Total Outturn Costs: £87M to £99M (Including Prep, inflation, risk/opportunity, Optimism Bias, VAT)

Time to start of construction:

3.5 years (assuming no PLI)

Notes:

Ground Investigation (in parallel with DMRB Stage 2 & 3): 6 months

DMRB Stage 2: 6 Months

DMRB Stage 3 and EIA: 12 months

Statutory Process (assumes no PLI): 12 months

Procurement: 12 months

Construction Duration:

2 years

Note: total time to completion will impact commencement of LTS construction resulting in inflationary increase of £70M to £90M to LTS outturn cost.

Two – Way Track / OMR “Loop” Summary



Overview:

A combination of the previous two options. Westbound traffic would travel on an upgraded single track carriageway, generally following the existing lower forestry track noted previously. Eastbound traffic would travel on the OMR which will include an improved carriageway over the steeper section at the northern end of the glen.

Key Features:

- Length: 3.85km (westbound), 3.97km (eastbound)
- Carriageway width: 4m
- Average Gradient: 7.1% (westbound), 12% (eastbound)
- Max. Gradient: 14.72% (existing OMR)
- Max height cutting: 53m
- Watercourse crossings: 77 No. (estimate)

Journey Times (Ave. Annual 12 hour (7am-7pm))	Scheme cost estimate	Time to start of construction	Construction Duration
Westbound: 7 mins Eastbound: 5 mins 15 seconds	Estimated Total Outturn Costs: £203M to £225M (incl. Prep, inflation, risk/opportunity, Optimism Bias, VAT)	3.5 years (assuming No. PLI) Notes: Ground Investigation (in parallel with DMRB Stage 2 & 3): 18 months DMRB Stage 2: 6 months DMRB Stage 3 and EIA: 12 months Statutory Process (assumes no PLI): 12 months Procurement: 12 months	2.5 years Note: total time to completion will impact commencement of LTS construction resulting in inflationary increase of £70M to £90M to LTS outturn cost.



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Westbound: 7 Minutes

Eastbound: 5 Minutes 15 seconds

Scheme cost estimate:

Estimated Total Outturn Costs: £203M to £225M (Including Prep, inflation, risk/opportunity, Optimism Bias, VAT)

Time to start of construction:

Transport Scotland

3.5 years (assuming no PLI)

Notes:

Ground Investigation (in parallel with DMRB Stage 2 & 3): 18 months

DMRB Stage 2: 6 Months

DMRB Stage 3 and EIA: 12 months

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Procurement: 12 months

Construction Duration:

2.5 years

Note: total time to completion will impact commencement of LTS construction resulting in inflationary increase of £70M to £90M to LTS outturn cost.



Annex C – BEAR Scotland Wider A83 Presentation Slides

A83 Taskforce



Part 2: Wider A83

A83 Taskforce
Part 2: Wider A83

A83 Taskforce

Works Undertaken Since Previous Meeting



- Total **A83** investment between October and January = £3.8m
- The programme for the next quarter is currently being finalised.

Surfacing Improvements

- A83 Stronachullin
- A83 North of Tayinloan
- A83 North of Stonefield
- A83 Low Ballevain
- A83 Drum
- A83 Glaschoine
- A83 Ardgenavan
- A83 Kennacraig Ferry

Bridges/Structures/Seawalls

- A83 Douglas Water expansion joint replacement

A83 Taskforce

Works Undertaken Since Previous Meeting

- Total A83 investment between October and January = £3.8M
- The programme for the next quarter is currently being finalised

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- A83 North of Tayinloan
- A83 North of Stonefield
- A83 Low Ballevain
- A83 Drum
- A83 Glaschoine
- A83 Ardgenavan
- A83 Kennacraig Ferry

Bridges / Structures / Seawalls

- A83 Douglas Water expansion joint replacement

A83 Taskforce



Works Undertaken Since Previous Meeting

Road Signs and Road Markings

- A83 Route Priority road markings and stud refresh
- A83 Minard to Lochgilphead bend treatments

Drainage / Landscaping / Slope Improvements / Barriers

- A83 Easn Dubh Embankment
- A83 Thornwood Cottage, Furnace Drainage Improvements
- A83 Tarbert to Campbeltown Ditching Various
- A83 Tree Maintenance
- A83 Clachan Safety Barriers

A83 Taskforce

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A83 Taskforce



A83 Lochgilhead to Tarbert Landscape Maintenance

A83 Taskforce

A83 Lochgilhead to Tarbert Landscape Maintenance

Slide contains a photograph of landscape maintenance along a road with the landscape having been cut back from the edge of the road.

A83 Taskforce



A83 Ardenavan Road Resurfacing

A83 Taskforce

A83 Ardenavan Road Resurfacing

Slide contains two photographs of the resurfaced road along the A83 near Ardenavan. The first photograph shows workers laying the new road with plant. The second photograph shows the new resurfaced road.

A83 Taskforce



A83 Glaschoine Road Resurfacing

A83 Taskforce

A83 Glaschoine Road Resurfacing

Slide contains a photograph of a new resurfaced road along the A83 near Glaschoine.

A83 Taskforce



Works Planned in Next Quarter (Programmes under development)

Surfacing Improvements

- A83 North of Bellochantuy
- A83 Leamnamiuc
- A83 Arrochar to River Loin
- A83 Tangy

Road Signs and Road Markings

- A83 Route Priority road markings and stud refresh

Bridge Works

- A83 Tangy corrugated pipe lining
- A83 Tigh Cladich South wall repairs

A83 Taskforce

Works Planned in Next Quarter (Programmes under development)

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Road Signs and Road Markings

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A83 Taskforce



Works Planned in Next Quarter

Drainage / Landscaping / Slope Improvements

- A83 Tree Maintenance
- A83 North Lodge Drainage
- A83 Tarbert to Campbeltown Ditching

Road Safety / Active Travel

- A83 Campbeltown Pedestrian crossings
- A83 Approach to Kilmory Roundabout
- A83 Minard to Lochgilphead bend treatments (continues)

A83 Taskforce

Works Planned in Next Quarter

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- A83 North Lodge Drainage
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A83 Taskforce



Thank You & Any Questions

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