

Minutes of the 30th A83 Taskforce Meeting – 1 October 2025

Attendees

Fiona Hyslop MSP (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

Lawrence Shackman (LS) – Transport Scotland
Hugh Gillies (HG) – Transport Scotland
Douglas Laird (DL) – Transport Scotland
Tanja Wasser (TW) – Transport Scotland
Alasdair Graham (AG) – Transport Scotland
Gavin Dyet (GD) – Transport Scotland
Gordon Ramsay (GR) – Transport Scotland
Jacob Logan (JL) – Transport Scotland
Ian Woodcock (TW) – Transport Scotland
Ho Yan Grace Lee (GL) – Transport Scotland

Rory Gunn (RG) – AtkinsRealis WSP Joint Venture
Mark Sanders (MW) – AtkinsRealis WSP Joint Venture
Colin McCallum (CMcCa) - AtkinsRealis WSP Joint Venture
Eddie Ross (ER) – BEAR Scotland
Ged Mitchell (GM) – BEAR Scotland
Mike Baxter (MB) – BEAR Scotland

Adrian Curtis (AC) – Cairndow community council
Cllr John Armour (JA) – Argyll & Bute Council
Cllr Maurice Corry (MC) – Argyll & Bute Council
Cllr William Sinclair (WS) – Argyll & Bute Council
Kirsty Flanagan (KF) – Argyll & Bute Council
Hugh O'Neill (HON) - Argyll & Bute Council
John Gurr (JGu) – RaBT Campaign Group Chair

Transport Scotland

Peter McKerral (PMcK) – Mull of Kintyre Hauliers
Calum McCrae (CMcC) – A&L McCrae
Ranald Robertson (RR) – Highlands and Islands Transport Partnership
Lucy Sumsion (LSu) – National Farmers Union Scotland
David Sumsion (DS) – Ardkinglas Estate
Colin Moulson (CM) – Bid for Dunoon / A83 Campaign Group
Gavin Dick (GDi) – Inveraray Jail
Kirsty Robb (KR) – Ridings Sawmills
Martin Reid (MR) – Road Haulage Association
Morag Goodfellow (MG) – Highlands and Islands Enterprise
Nicholas Sobey (NS) – Highlands and Islands Enterprise
Alan Bell (AB) – The Loch Lomond and Trossachs National Park
Andrew Spence (AS) – Bid4Oban

It is also noted an AI note taker joined the call but was removed at the start of the meeting.

Apologies

Edward Mountain MSP – Scottish Parliament
Tim Eagle MSP – Scottish Parliament
Jane MacLeod – Mid Argyll Chamber of Commerce
Kenny MacLeod – MacLeod Construction Ltd
Cllr William Sinclair – Argyll and Bute Council
Cllr Douglas Philand – Argyll and Bute Council
Stephen Hall – Argyll and Bute Council
Nick Gough – Forestry and Land Scotland
Simon Stuart – Argyll Timber Transport Group
Alexandra Herdman – Logistics UK
Martin Bell – Road Haulage Association
Gordon Watson – Loch Lomond and the Trossachs National Park

Agenda

Part 1: Rest and Be Thankful

1. Introduction and apologies
2. Actions from previous minutes
3. A83 Roundtable Meetings – followed by questions
4. BEAR Scotland update on current mitigation and current conditions of the hillside
5. Update on progress of Medium and Long Term Solutions

Transport Scotland

6. General discussion
7. 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. Points raised by Lucy Sumsion:
 - Traffic management contingency planning in the event of a major incident on the wider road network e.g. on the A82, A85 & A819 and which has a knock-on impact on traffic volume on the A83, as occurred on Friday 1 August 2025.
 - Traffic management on the A83 and other associated roads when the A83 is closed and the longer diversion route has to be used e.g. at the junction with the A815 and A819.
10. General discussion and AOB

Part 1 – A83 Rest and Be Thankful

The Cabinet Secretary for Transport, Fiona Hyslop MSP (FH), welcomed everyone to the 30th A83 Taskforce meeting.

FH assured the group that she was committed to building on the positive engagement undertaken to date with stakeholders through the A83 Taskforce.

FH took the opportunity to reaffirm to the group the Scottish Government's ongoing commitment to keeping Argyll and Bute open for business and that she is acutely aware of the importance of the A83 trunk road to the communities and economy of the Argyll and Bute area.

FH was pleased to report that the Scottish Government continues to progress the proposals through the Statutory Process following the publication of draft Orders and Environmental Impact Assessment Reports for the medium and long term solutions on 13 December 2024, which marked a significant milestone for the project.

FH noted that Transport Scotland is currently considering all representations received, including objections, to the published draft Orders and is working at pace to resolve these if possible. If it is not possible to resolve objections a Public Local Inquiry may be required to consider objections received and not withdrawn. FH noted that as said at the previous Taskforce, she may be involved in the decision-making process so it would not be appropriate for her to discuss the nature of any objections received.

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FH noted that at the same time we are pushing forward to deliver medium term improvements to the Old Military Road (OMR) to make it a more resilient diversion route until the long-term solution (LTS) is in place.

FH noted that the ground investigation works for the LTS has been progressing over the summer and is now nearing completion and that further information on this necessary work will form part of a presentation later in today's Taskforce.

FH noted she was aware that roundtable meetings, chaired by Jenni Minto MSP (JM), took place on 12 September where discussions were held with a range of stakeholders to look at the potential impacts of using the upgraded OMR during the construction of the LTS and that the purpose of these meetings was also to consider options for mitigating the potential impacts of this work. FH extended thanks to JM and Brendan O'Hara MP (BO) for their coordination of these sessions. FH added that she is aware that the A83 Rest and Be Thankful project requires to consider implications on the economy and businesses in Argyll and Bute and noted she is keen to seek input from Highland and Islands Enterprise and Argyll and Bute Council to work with Transport Scotland on this point.

FH confirmed she had now received letters from JM and BO on the outcome of these discussions, as well as a summary of the meeting, and will consider these letters before formally responding.

FH confirmed she was aware of recent challenges with communications from BBC Scotland and shared the frustration with other members on this matter. FH noted she had written to the BBC previously seeking that communications be improved and noted it was disappointing to hear that communications were still being aired with misinformation. FH confirmed that BEAR Scotland is investigating this further and has contacted the BBC and other news providers, and offered to meet with them to present a brief summary of the management of the A83 and the impacts miscommunication has on the communities and businesses that rely on it.

1) Introduction and Apologies

FH informed the group that Transport Scotland officials and technical advisors will provide updates on the work which had taken place since the last taskforce in May 2025. This will include updates on the current conditions and mitigation on the hillside from BEAR Scotland, including the response to the landslides that took place in early September.

FH noted that as per the previous Taskforce meeting, she intended to focus directly on the short, medium and long term works associated with the Rest and Be Thankful

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in the first part of the Taskforce meeting. Thereafter FH would hand over to officials at Transport Scotland to lead discussions on Road Operation and Maintenance activities 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 these will be included in the minutes.

2) Actions from previous minutes

FH asked Gordon Ramsay (GR) to provide an update on any outstanding actions from the previous taskforce meeting.

Action 29.1) Transport Scotland to provide updates on the open actions from Taskforce 28 at the next Taskforce meeting in September 2025.

GR noted that two actions remain open from previous Taskforce meeting. In relation to **Action 28.3)**, Transport Scotland had an open action to liaise with Argyll and Bute Council to discuss a communications plan. Development of this strategy is ongoing and this action remains open.

In relation to **Action 28.5)**, where Transport Scotland is to provide an update on planning for ferries being used for haulage, GR confirmed that this action is not yet closed; however, GR suggested that this has been superseded by the Roundtable meeting discussions and will be progressed via that avenue. FH disagreed and is keen to maintain engaging with Western Ferries and the Road Haulage Association to address the issue.

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

In relation to **Action 28.7)**, and in respect of the ongoing drainage improvement works design at the Rest and Be Thankful, which includes addressing the open culvert identified previously, GR confirmed drainage works will be programmed in following completion of the ground investigation works for the LTS.

Action 28.8) noted that TS and BEAR will provide an update on the improvements at the Erines pinch point, and GR noted the status of the previous design work undertaken at Erines is currently being reviewed by their designer. GR noted that

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this also addresses **Action 29.2)** Transport Scotland to provide an update on the planning work 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 a high-level programme is currently being developed and will be shared with the Taskforce in due course but noted that the recent events on 1 September need to be taken into consideration.

Action 29.4) Additional “traffic queueing ahead” signage to be added on future diversions onto the OMR.

GR confirmed Additional “traffic queueing ahead” signage has been installed and the action is now closed.

Action 29.5) High level programme of works on A83 to be shared with Iain Catterwell (IC), and Cabinet Secretary to be updated.

GR noted that Transport Scotland continues to work closely with Forestry and Land Scotland in relation to planned felling works, and a high-level programme will be shared in due course but noted that the recent events on 1 September need to be taken into consideration.

Action 29.6) BEAR Scotland to provide an update on roadside de-vegetation works.

GR noted that following a major programme of works on the A83 in the last financial year, it is now planned to undertake a further detailed inspection in the coming months which will be used to prepare a programme of works early 2026.

Action 29.7) BEAR Scotland to investigate road signage and provide update.

GR noted that there is an active programme of resurfacing of the A83 and indeed all of the NW Trunk Road network. The sites are prioritised and every attempt is made to complete works before sections require an ‘uneven road ahead’ sign. However, when sections of road deteriorate more quickly than anticipated temporary signage is sometimes provided. The programme is regularly amended to suit such instances but there is a limit to how quickly new schemes can be investigated and added to the programme.

Action 29.8) Cllr Philland to provide information to Ian Woodcock in relation to speed reductions to the south of Ardrishaig.

GR noted that Cllr Philland & Ian Woodcock have since exchanged the information relating to the proposed speed limit reductions. Action closed.

Action 29.9) Transport Scotland to provide update on 20mph zones.

GR noted that TS is on programme to deliver by end of 2025, and further notification to stakeholders and public will be issued when the Orders are to be implemented. Unfortunately, TS cannot give a specific date as it is still finalising details with Police Scotland, and construction programmes with its Operating Company will follow.

3) A83 Roundtable Meetings

FH confirmed that as discussed and agreed at the last Taskforce meeting in May, A83 Roundtable meetings took place on 12 September, where some of the Taskforce members present attended.

FH noted that the purpose of the Roundtable meetings was to look at the potential impacts of using the upgraded OMR for extensive periods of time during the construction of the LTS. The meetings were also to consider options for mitigating the potential impacts of this work and report back findings to the Taskforce.

FH invited JM to provide a summary of these meetings.

JM thanked FH and noted that five Roundtable meetings were held which considered different economic impacts and people's perspectives of using the improved OMR diversion during construction of the LTS. JM noted that the meeting provided Transport Scotland with a true sense of the economic impact and that the LTS was accepted but that concerns were raised about the diversion route during construction. JM noted that John Gurr (JGu) had provided economic figures to help Transport Scotland understand the extent of concerns.

JM highlighted that the A83 was the main artery for the area and a key road for haulage. Concerns from different industries on how they would be affected were raised at the meeting as well as highlighting the impacts the delays will have on the bus network and haulage and the impact on the communities that use the road to access healthcare. JM noted that the attendees felt that convoy and traffic lights were not an acceptable solution as well as noting a concern about what would happen if accidents occurred on other roads around the Rest and Be Thankful.

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JM stated that TS have taken an action from the meeting to further assess the reported 11-minute, 24-hour journey time average on the OMR and report back what the daytime average journey time is.

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

FH thanked JM for the overview and reiterated the importance of having these discussions. FH invited queries from members of the Taskforce on the recent Roundtable meetings.

JM noted that notes from the Roundtable meeting have been circulated to the wider group and emphasised that she is keen this work also informs the Highland and Islands Enterprise and Argyll and Bute Council economic impact work. JM recognised and reiterated the earlier point raised in the meeting that FH will instruct Transport Scotland to actively work with these parties to put a remit in place to allow this work to progress.

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

JGu noted it was a good day with everyone having an opportunity to comment, but stated that it would cost approximately £500m in direct impacts to the economy, and a similar amount in indirect impacts such as risk of business failure, over the 4 years of the LTS construction period if there was no two-way road solution, which highlights the importance of this issue. JGu also suggested that the assessment undertaken for medium term solution (MTS) didn't take account of these economic issues, and highlighted concerns around the estimated journey time delay being misrepresented due to being an average over a 24-hour period. JGu continued to suggest that when considering a more representative period for a working day, such as 7am to 7pm, the average journey time is more in the order of 30 to 45 minutes, or even greater during peak periods. FH thanked JGu and noted that the concerns were being addressed and that time specific journey times were being investigated

Jackie Bailie (JB) stated that the modelling was flawed. FH responded to confirm that the modelling undertaken to date is in line with the correct process and is not flawed. JB thanked all the attendees for the contribution to the Roundtable meetings and for the comprehensive minute produced. JB noted that she is aware that some groups remain unconvinced by the proposed LTS scheme, however emphasised that the

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key issue is with the MTS, particularly if the OMR is used with traffic lights and under convoy operation. JB added that the OMR needs to be two-way without traffic lights and restrictions to mitigate the economic impacts and population decline to Argyll and Bute.

David Sumsion (DS) noted that the message from the Roundtable meetings is stronger than just consideration of economic impact, it was more about what is being proposed as an alternative to the OMR during the estimated four-year construction period. DS added that it is not acceptable to proceed with the current plan as there is universal agreement that an alternative solution is required.

FH noted the question raised in relation to “is there another solution”. FH emphasised that the terrain and topography in the area is very challenging and stated that various alternative options have been explored through the scheme assessment process. FH noted reference should be made to the published MTS options assessment report and earlier optioneering reports to fully understand all options considered to date. FH added that she is committed to sharing these reports across members of the Taskforce group.

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

FH stated that exploring alternative options again for the MTS scheme has notable repercussions on timescales. FH reiterated the complexity of the scheme and that a combination of different options may require to be explored such as ferries, freight management and working with the Road Haulage Association.

FH advised that based on the proposed MTS scheme, 59% of the OMR length would be operated as two-way flow. FH appreciates that this is not extending the full length of the OMR to two-way operation but it is notably greater than the 23% which is currently available.

JGu noted that in the meeting held last year with Transport Scotland and the A83 Campaign Group, several options were tabled, however, at that time all parties agreed that the bulk of the options were not considered proportionate. JGu suggested that given views and impacts of businesses had now been established through the Roundtable meetings, should this not change what Transport Scotland consider as proportionate. JGu suggested reconvening the meeting held last year to explore two-way options further and suggested that this could be achieved in a short timeframe. FH acknowledged the proposed meeting and agreed that this should be arranged with Transport Scotland.

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JB highlighted that any solution which has two-way travel will be favoured and welcomed the idea that options may need reconsidered.

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

John Armour (JA) stated that those present at the A83 Roundtable meetings wanted the LTS paused until a more suitable two-way solution for the MTS could be found. JA added that hauliers and businesses would rather have nothing done on the A83 at the Rest and Be Thankful until the option for a full two-way OMR is established as a feasible option. FH noted the comment and emphasised that any pause or delay to the scheme would have serious impacts to timescales. FH added that these strong views need to be fully considered, to ensure we are clear on what people want.

Lucy Sumsion (LSu) noted a need to revisit the LTS options considered as part of the earlier assessment process. LSu added that she is of the view that the Brown option consisting of the Debris Flow Shelter (DFS) which was taken forward as the preferred option for the LTS wasn't clear that the OMR would be used as temporary diversion route during the construction period. LSu noted the high risk of landslides during the construction period and suggested that the three to four construction period is not achievable and would expect it to be much longer, stating construction projects generally take longer than planned. LSu stated that there is a need to revisit the green route as she considers this offers the advantage that the A83 can continue to be used during the construction period.

FH responded noting construction of roads projects recently completed by the Scottish Government have been on programme. FH noted that others in this group and from the Roundtable meetings have agreed that the LTS scheme is the correct option. FH reemphasised the commitment of the Scottish Government to delivering the LTS scheme at the Rest and Be Thankful. FH added that the view expressed by LSu is different to others within this forum and noted significant concern to delaying or revisiting the LTS option assessment process.

Maurice Corry (MC) stated that the blue route option on the south side of Glen Croe should be considered for the MTS.

4) 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 hillside monitoring at the Rest and Be Thankful, including an overview of the landslides on 1 and 29 September and future works.

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

FH thanked ER for his presentation and reiterated that the recent landslide events highlights the importance of the ongoing challenges and issues on the hillside and need for the MTS and LTS schemes to be taken forward as a priority.

5) Update on progress of Medium and Long - Term Solutions

FH invited GR and Rory Gunn (RG) of AtkinsRéalis WSP Joint Venture to provide an update on progress during the period of the medium and long-term solutions.

RG provided an update on the LTS and MTS including an update on the statutory process timeline, and the recent ground investigations.

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

FH thanked RG for his presentation and asked attendees if they had any questions.

6) General Discussion

JGu raised a query in respect to the recent landslide events to establish if this changes any proposals for the DFS and also queried if the event of 1st September 2025 was within the extents of the DFS? RG confirmed that the event was located in the LTS scheme extents which includes the DFS. RG added that the catch fences

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proposed for MTS scheme are also in this area. RG noted that although it's a challenging and moving landscape, AWJV are taking any hillside movements into account as part of the ongoing specimen design work.

FH noted that intention is very much to proceed with the MTS and LTS schemes, however, recognised the need to work with road users and stakeholders to manage impacts from disruption. FH also emphasised that the proposed LTS has been published and is going through the statutory authorisation process, and it is important that this is recognised by all.

FH stated that she wants to work together to mitigate the impacts from use of the OMR during construction of the LTS and noted sessions proposed with John Gurr and the Campaign group should be taken forward and also take account of representations received from the Roundtable meetings.

7) Summary and date of next meeting

FH thanked all attendees for their contributions and handed over to Transport Scotland officials to progress to the next part of the meeting before leaving.

Part 2 – A83 Operation and Road Maintenance

Douglas Laird (DL) invited ER to provide an update on the ongoing maintenance and operations work on the wider A83 Trunk Road.

8) 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.

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

DL thanked ER for the presentation and invited any queries from the group.

Peter McKerral (PMcK) raised a number of concerns regarding lack of road maintenance, particularly in relation to vegetation clearance which is causing damage to vehicles. Concerns were also raised regarding the condition of drainage along the road. PMcK also noted that despite concerns previously being raised the issue had not been addressed to date. ER requested specific details on locations to be shared in order to review and investigate any actions required. ER also noted that weekly safety inspections are carried out. DL added that providing written evidence escalates the matter and means that Transport Scotland is duty bound to investigate matters further particularly where safety is paramount.

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

JA noted raising concerns around specific areas for vegetation clearance in the past and that higher levels were not being considered during maintenance causing damage for hauliers. ER noted that he would pass on these comments to the relevant team. JA noted that resurfacing at Low Ballevain and encouraged that effort should be made to work with the council to manage the diversion as the alternative routes were not suitable. ER noted that the advice would be taken on board and that effort would be made to work with the local community.

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

JA asked for an update on the introduction of two pedestrian crossings in Campbeltown. ER noted he would seek update from the active travel manager and report back to Taskforce.

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

LSu highlighted road signage issues at the junction between the A83 and A82 at Tarbet, noting that the sign directing road users towards the A82 in the direction of Crianlarich was obscured by vegetation. LSu added that she has witnessed on numerous occasions road users missing the junction and requiring to undertake a U-turn manoeuvre. LSu suggested that a combination of vegetation clearance and consideration of additional advance signs would be beneficial. ER stated that he would pass on the details to the road safety team within BEAR.

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

Calum McCrae (CMcC) reinforced the earlier point raised in respect to the need for vegetation clearance and drainage grip/shucks maintenance works extending along the full length of the A83. CMcC suggested that these works could readily be addressed with minimal plant and labour requirements.

LSu noted that nighttime closures are planned in the coming period on the A82 and queried whether these would be going ahead on the basis that the OMR is currently in use. ER advised that he is unable to confirm the position at the meeting today but noted that he would review. ER added that given that advance notice has already been given in respect to the A82 closures, he suggested that preference would normally be not to cancel, however, added that the weather conditions may be the deciding factor which may not be suitable for the A82 work.

9) Points raised by Lucy Sumsion in email of 4 September 2025

DL introduced the email and noted the issues and invited LSu to comment.

LSu made reference to the point included in her email in respect to trunk road closures which occurred on 1 August 2025. LSu noted a series of accidents on the A82 on this date resulted in major traffic disruption. LSu acknowledged that this was an exceptional event however wished to raise the point that there appeared to be no contingency planning in place to manage the road closures. LSu added that she personally was delayed by the road closures and noted that there was no traffic control in place for A82/A83 junction at Tarbet or Inveraray and no Police Scotland or BEAR staff visible. LSu stated that road users were not made aware in any advance via signage that the A82 road was closed. LSu noted that if the OMR was operating at the time instead of the usual traffic signals on the A83 it would have resulted in even worse disruption.

ER advised that a formal response was provided to LSu in relation to queries submitted by LSu. ER noted that the reason for the road closures was unfortunate circumstances as the result of two incidents. ER stated that BEAR Scotland does not have the pool of resources to deploy staff to all locations and advised that the focus was on the closures implemented by Police Scotland. ER emphasised that BEAR Scotland does not have the powers to direct traffic out with roadworks on the road network in the same way as Police Scotland do. ER mentioned that information at the time of the incidents was available via Traffic Scotland to assist with rerouting where required. ER noted that this particular incident is not a specific A83 issue and is more of a network wide issue which was exacerbated by the unique set of circumstances.

PMcK reiterated the points made by LSu and noted that traffic delays and queues encountered on that day were atrocious, particularly at Inveraray. PMcK reiterated how resources at Inveraray could have significantly helped address the situation and noted it highlighted the necessity of a two-way OMR for the MTS.

LSu noted that that they were no clear directions at Inveraray and Dunoon junction for where people should go in the event of disruption and that the issued needed to be looked into and better signage put in place. ER agreed that it was an issue and agreed to speak to the team about it.

10) General discussion and AoB

CMcC stated that he would like a proper commitment that Transport Scotland will reconsider a two-way option for the MTS scheme or alternatively properly consider the forest track on the west side of Glen Croe. CMcC added that reference to 'disruption' does not correctly reflect the impact of the proposed MTS scheme. CMcC noted that the level of impact has been lost in translation and because of this FH does not have a full appreciation of the impact. CMcC stated that potentially looking at hundreds of people losing jobs as a result of the MTS scheme.

GR confirmed that the message is not lost with FH and noted that it was clear from all the points raised on the call today and the recent Roundtable meetings that the strong feelings were heard and understood. GR emphasised that FH has made it clear that Transport Scotland will review the work undertaken to date in relation to provision of a two-way option during construction of the LTS. GR advised that Transport Scotland will engage with JGu and the Campaign Group in progressing this.

JGu suggested 9 October 2025 for an initial meeting. GR noted that he will consider suitable dates. GR noted the upcoming October school holidays may have a bearing on availability for all attendees. GR noted that he will contact JGu separately to arrange this meeting.

CMcC stated that following the significant landslides encountered last year, can lessons be learned to be more organised so that road users know when the OMR is going to be used. CMcC suggested that a dedicated response unit should be implemented to clear any landslide material away quicker than at the present. ER to consider but noted that from recent experience the clear up operation is speedy, however, it's imperative it is safe to take access to do the work and then ensure that any necessary mitigation works are approved and completed prior to the road opening.

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

GR thanked all attendees for their time and comments and noted there are a number of actions to address. GR closed the meeting noting the invite for the next A83 Taskforce meeting, proposed for January 2026, will be circulated closer to the time.

Summary of Actions

Part 1: Rest and Be Thankful

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

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

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

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

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

Part 2: A83 Operation and Road Maintenance

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.

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

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

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

Annex A – BEAR Scotland RaBT Presentation Slides



A83 Taskforce

Meeting No. 30

Microsoft Teams
1 October 2025

Eddie Ross
Scheme Delivery Manager



A83 Taskforce

Meeting No. 30

Microsoft Teams

1 October 2025

Eddie Ross

Scheme Delivery Manager

A83 Taskforce



Presentation Overview

Part 1: Rest and be Thankful

- 1st September landslide
- Works completed since last meeting – 3A/3B barrier, Phase 7 lower slope (temp)
- Further works
- 29th September landslide

Part 2: Wider A83 / A82 works programme

- Works completed since last meeting
- Works planned in next 4 months

A83 Taskforce

Presentation Overview

Part 1: Rest and Be Thankful

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A83 Taskforce



Part 1: Rest and be Thankful

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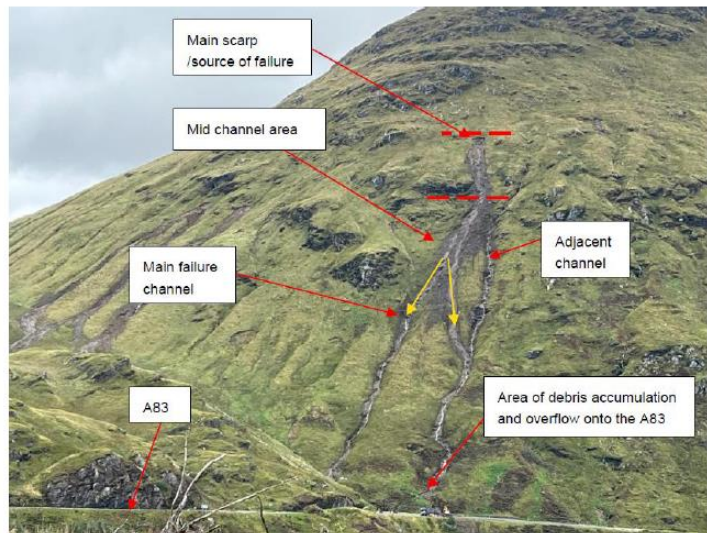
Part 1: Rest and Be Thankful

A83 Taskforce



1st September Landslide(s)

- Phase 14
- Butterbridge
- Glen Kinglas
- Road cleanup
- Culvert cleanup
- Embankment repairs
- Hillside assessment
- On-going hillside monitoring



Phase 14

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1st September Landslide(s)

- Phase 14
- Butterbridge
- Glen Kinglas
- Road cleanup
- Culvert cleanup
- Embankment repairs
- Hillside assessment
- On-going hillside monitoring

Slide contains a photograph of the phase 14 hillside annotated with information about the 1 September landslide.

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1st September Landslide



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1st September Landslide

Slide contains three photographs of debris from the recent landslides covering the A83 road.

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1st September Landslide – Phase 14



- Slip originated high on the hillside which became channelised within an existing watercourse and resulted in a water entrained debris flow.
- Debris included boulders, root plate and trees, which contributed to culvert blockages.
- 30 tonnes was removed from A83 carriageway.

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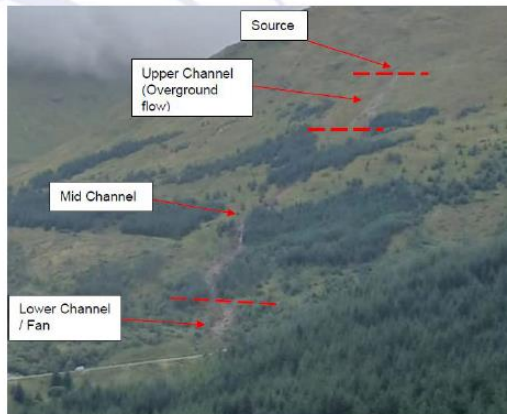
1st September Landslide – Phase 14

- Slip originated high on the hillside which became channelised within an existing watercourse and resulted in a water entrained debris flow.
- Debris included boulders, root plate and trees, which contributed to culvert blockages.
- 30 tonnes was removed from A83 carriageway.

Slide contains three photographs of the 1 September landslides at phase 14. The first photograph shows the hillside with relevant locations to the landslide highlighted. The second photograph shows a view of the road covered in debris from the landslide taken from the road carriageway. The third shows a boulder on the hillside that was exposed from the landslide.

A83 Taskforce

1st September Landslide - Butterbridge



- Slip originated high on hillside,
- Deposition of material on lower slopes and partial damming,
- 300 tonnes was removed from A83 carriageway.

A83 Taskforce

1st September Landslide – Butterbridge

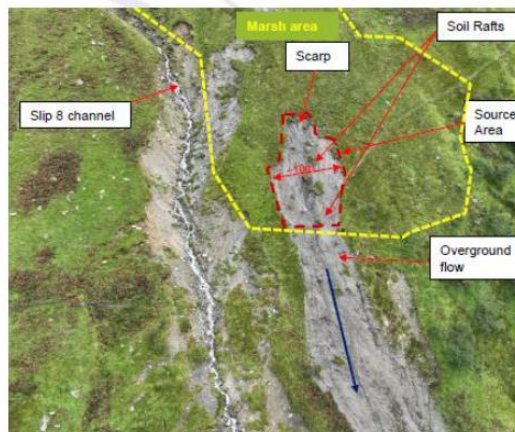
- Slip originated high on hillside,
- Deposition of material on lower slopes and partial damming,
- 300 tonnes was removed from A83 carriageway.

Slide contains three photographs of the 1 September landslides at Butterbridge. The first shows a view of the hillside with relevant locations annotated. The second shows the roadside covered in debris. The third shows a view of the slip on the hillside.

A83 Taskforce



1st September Landslide – Glen Kinglas



- Minimal impact to the road because the majority of the 50 tonnes of debris was captured behind the A83 concrete barrier.
- Debris was removed from behind concrete barrier on the day of the event and the culvert cleared of debris.

A83 Taskforce

1st September Landslide – Glen Kinglas

- Minimal impact to the road because the majority of the 50 tonnes of debris was captured behind A83 concrete barrier.
- Debris was removed from behind concrete barrier on the day of the event and the culvert cleared of debris.

Slide contains two photographs of the 1 September landslides at Glen Kinglas. The first shows a view of the hillside with relevant locations annotated. The second shows water flowing down the exposed hillside.

A83 Taskforce

1st September Landslide – road cleanup



A83 Taskforce

1st September Landslide – road cleanup

Slide contains two photographs of the road cleanup after the 1 September landslides. The first picture shows a digger clearing debris from the road. The second picture shows a digger clearing away a tree branch from the roadside.

A83 Taskforce

1st September Landslide – culvert repairs & cleanup



A83 Taskforce

1st September Landslide – culvert repairs & cleanup

Slide contains four photographs of culvert repairs and cleanup after the 1 September landslide. The first shows a digger removing a rock from the road. The second shows workers operating plant during the cleanup. The third shows a repaired culvert. The fourth shows workers clearing a culvert.

A83 Taskforce



1st September Landslide – hillside & embankment repairs



Phase 14



small culvert north of A83 Loch Restil

A83 Taskforce

1st September Landslide – hillside & embankment repairs

Slide contains two photographs of hillside and embankment repairs after the 1 September landslide. The first shows repairs next to a stream on the hillside at phase 14. The second shows repairs to an embankment north of Loch Restil.

A83 Taskforce

Works completed at RaBT since last meeting

- 3A/3B barrier,
- Phase 7 lower slope (temp),
- Works at the Rest and be Thankful have been limited due to ongoing ground investigation works.



A83 Taskforce

Works completed at RaBT since last meeting

- 3A/3B barrier,
- Phase 7 lower slope (temp),
- Works at the Rest and be Thankful have been limited due to ongoing ground investigation works.

Slide contains six photographs of completed works on the hillside. The first and second show completed fence barriers along the hillside. The third, fourth, fifth and sixth show soil nails and netting at different locations on the hillside.

A83 Taskforce

Further works



- Phase 7 lower slope embankment (permanent),
- 3a lower slope and culvert,
- Westbound drainage,
- Phase 2, 4, 7 and 12 Catch Fence repairs,
- Roadside VRS repairs,
- Medium Term Solution works (subject to the satisfactory completion of statutory process),
- Forest and Land Scotland tree removal south of Rest and be Thankful

Realistically, the above works are likely to require the use of temporary traffic signals in and around the Rest and be Thankful for the foreseeable future.

A83 Taskforce

Further Works

- Phase 7 lower slope embankment (permanent),
- 3a lower slope and culvert,
- Westbound drainage,
- Phase 2, 4, 7 and 12 Catch Fence repairs,
- Roadside VRS repairs,
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Realistically, the above works are likely to require the use of temporary traffic signals in and around the Rest and be Thankful for the foreseeable future.

A83 Taskforce



29th September Landslide

- Cascade/ Stepped Channel
- Hillside assessment (drone and visual)
- On-going hillside monitoring
- Mitigation



Cascade/ Stepped Channel

A83 Taskforce

29th September Landslide

- Cascade/ Stepped Channel
- Hillside assessment (drone and visual)
- On-going hillside monitoring
- Mitigation

Slide contains three photographs of a boulder in the 29 September landslides. The first picture shows a closeup view of the boulder. The second shows it from slightly further out with the location of the boulder highlighted. The third shows the boulder from a wide view of the hillside with the location of the boulder highlighted.

A83 Taskforce



**Thank You
&
Any Questions**

A83 Taskforce

Thank You & Any Questions

Annex B – AtkinsRealis WSP Joint Venture Presentation Slides



A83 Rest and Be Thankful

Task Force No.30

1 October 2025

Rory Gunn (AWJV)

MTS & LTS Statutory Process



- Draft Road Orders, Compulsory Purchase Orders and Environmental Impact Assessments published for both the MTS and LTS schemes on 13 December 2024.
- Objection/Representation period closed 7 February 2025.
- Representations, including objections to both the MTS and LTS draft orders received.
- Currently working to seek to resolve the objections if possible. If objections cannot be resolved, Transport Scotland will proceed to request a Public Local Inquiry (PLI).



AtkinsRéalis wsp

MTS & LTS Statutory Process

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- Objection/Representation period closed 7 February 2025.
- Representations, including objections to both the MTS and LTS draft orders received.
- Currently working to seek to resolve the objections if possible. If objections cannot be resolved, Transport Scotland will proceed to request a Public Local Inquiry (PLI).

Slide contains computer generated images of the proposed works. The first image shows an aerial view of the superstructure of the debris flow shelter. The second image shows an aerial view of the Old Military Road with the proposed improvements.

LTS Ground Investigation



- Structural Soils Ltd site works completed 29th September 2025.
- Lab testing, reporting and interpretation to follow.
- A number of crane lifts, requiring traffic diversion to the OMR undertaken over the course of the summer in 2025.
- Thank you to businesses and communities for their patience during these essential investigations.



AtkinsRéalis **wsp**

LTS Ground Investigation

- Structural Soils Ltd site works completed 29th September 2025.
- Lab testing, reporting and interpretation to follow.
- A number of crane lifts, requiring traffic diversion to the OMR undertaken over the course of the summer in 2025.
- Thank you to businesses and communities for their patience during these essential investigations.

Slide contains a photograph of crane lifting operation on the A83 carriageway as part of the LTS ground investigation works.

2025 Look Ahead



Medium Term Solution

- Objection resolution and Public Local Inquiry (PLI) if necessary
- Specimen Design and contract preparation for MTS scheme



Long Term Solution

- Objection resolution and PLI if necessary
- Complete Ground Investigation lab testing and reporting
- Specimen Design



AtkinsRéalis wsp

2025 Look Ahead

Medium Term Solution

- Objection resolution and Public Local Inquiry (PLI) if necessary
- Specimen Design and contract preparation for MTS scheme

Long Term Solution

- Objection resolution and PLI if necessary
- Complete Ground Investigation lab testing and reporting
- Specimen Design

Slide contains computer generated images of the proposed works. The first image shows a view of the proposed HESCO barrier improvement. The second image shows what the debris flow shelter will look like from the interior once constructed.



Annex C – BEAR Scotland Wider A83 Presentation Slides

A83 Taskforce



Part 2: Wider A83 / A82 works programme

A83 Taskforce

Part 2: Wider A83 / A82 works programme

A83 Taskforce



Wider A83 / A82 (South) Programme

- Total **A83** investment since May Taskforce ~ **£3.36M**
 - **£4.54M** of further A83 investment planned for the next quarter.
- Total **A82** (Tyndrum to Balloch) investment since May Taskforce ~ **£1.18M**
 - **£1.83M** of further A82 investment planned for the next quarter.

A83 Taskforce

Wider A83/A82 (south) Programme

- Total A83 investment since May Taskforce ~ £3.36M.
 - £4.54M of further A83 investment planned for the next quarter.
- Total A82 (Tyndrum to Balloch) investment since May Taskforce ~ £1.18M.
 - £1.83M of further A82 investment planned for the next quarter.

A83 Taskforce



Major Works Undertaken Since Previous Meeting

Surfacing Improvements

- A82 North of Crianlarich
- A82 Tarbet South
- A83 North of Glendarroch (Sth Corran Rdbt)
- A83 Ardrishaig
- A83 Corran Rdbt South Approach
- A83 North of Tayinloan
- A83 Port Ann Phase 2
- A83 South of Port Ann Phase 3
- A83 Barfad Brae

Drainage / Slope Improvements

- A82 Balloch to Tarbet Phase 1
- A83 Furnace (Auchindrain) Landslip Remedials
- A83 RABT Ph 3A-3B Barrier

A83 Taskforce

Major Works Undertaken Since Previous Meeting

Surfacing Improvements

- A82 North of Crianlarich
- A82 Tarbet South
- A83 North of Glendarroch (Sth Corran Rdbt)
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- A83 Corran Rdbt South Approach
- A83 North of Tayinloan
- A83 Port Ann Phase 2
- A83 South of Port Ann Phase 3
- A83 Barfad Brae

Drainage / Slope Improvements

- A82 Balloch to Tarbet Phase 1
- A83 Furnace (Auchindrain) Landslip Remedials
- A83 RABT Ph 3A – 3B Barrier

A83 Taskforce



Works Undertaken Since Previous Meeting

Bridges/Structures/Seawalls

- A83 Taylors Bay – Scour Repair
- A83 Aray Bridge - Scour Investigation and Repairs
- A83 Drim Cottage

Road Signs and Road Markings

- A83 Route Priority road markings and stud refresh

Footways

- A83 Millknowe Road, Campbeltown

Landscaping

- A82 Tarbet – Falls of Falloch Ash Dieback Tree Felling

A83 Taskforce

Works Undertaken Since Previous Meeting

Bridges / Structures / Seawalls

- A83 Taylors Bay – Scour Repair
- A83 Aray Bridge – Scour Investigation and Repairs
- A83 Drim Cottage

Road Signs and Road Markings

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- A83 Millknowe Road, Campbeltown

Landscaping

- A82 Tarbet – Falls of Falloch Ash Dieback Tree Felling

A83 Taskforce



A82 North of Crianlarich Surfacing

A83 Taskforce

A82 North of Crianlarich Surfacing

Slide contains a photograph of surfacing works on the A82 north of Crianlarich with workers operating plant along the road and a convoy vehicle on the road.

A83 Taskforce



A83 Ardrishaig Surfacing

A83 Taskforce

A83 Ardrishaig Surfacing

Slide contains a photograph of the resurfaced road along the A83 at Ardrishaig.

A83 Taskforce



A83 RABT Landslide Barrier

A83 Taskforce

A83 RABT Landslide Barrier

Slide contains a photograph of the completed fence barriers along the A83 RABT from the hillside.

A83 Taskforce



A83 Inveraray Scour Repairs

A83 Taskforce

A83 Inveraray Scour Repairs

Slide contains a photograph of the scour repairs along the A83 at Inveraray.

A83 Taskforce



**A83 Millknowe Road
Campbeltown Footway**



**A82 Balloch to Tarbet
Layby Improvements**

A83 Taskforce

A83 Millknowe Road Campbeltown Footway

A82 Balloch to Tarbet Layby Improvements

Slide contains two photographs of the improvement works carried out. The first shows an improved footway at Campbeltown. The second shows an improved Layby along the A82.

A83 Taskforce



Works Planned in Next Quarter

Surfacing Improvements

- A82 South of Inverarnan
- A82 Blairannaich
- A82 Viaduct (North of Inveruglas)
- A82 North of Stuckendroin
- A83 Stronachullin
- A83 North of Tayinloan
- A83 North of Bellochantuy
- A83 North of Stonefield
- A83 Low Ballevain
- A83 Leamnamiuc

Road Signs and Road Markings

- A83 Route Priority road markings and stud refresh

A83 Taskforce

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Road Signs and Road Markings

- A83 Route Priority Road markings and stud refresh

A83 Taskforce



Works Planned in Next Quarter

Bridge Works

- A83 Tangy corrugated pipe lining
- A83 Douglas Water expansion Joint replacement
- A83 Tigh Cladich South wall repairs

Drainage / Landscaping / Slope Improvements

- A82 North of Inveruglas Embankment
- A82 South of Pulpit Rock Embankment
- A82 Stonymollan to Arden Rdbt Filter Drain Replacement
- A83 Easn Dubh Embankment
- A83 Thornwood Cottage, Furnace Drainage Improvements
- A83 Tarbert to Campbeltown Ditching
- A83 Tree Maintenance

A83 Taskforce

Works Planned in Next Quarter

Bridge Works

- A83 Tangy corrugated pipe lining
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- A83 Tree Maintenance

A83 Taskforce



Works Planned in Next Quarter

Road Safety

- A82 Glen Falloch PRIME
- A83 Minard to Lochgilphead Bend Improvements
- A83 Approach to Kilmory Rdbt Signage
- A83 Campbeltown Active Travel Improvements

Minor Improvements

- A83 OMR Medium Term Solution Phase 1
- A83 Glen Kinglas Culvert Clearance
- A83 RABT Westbound Drainage Improvements
- A83 Strone Point Netting Replacement
- A83 Clachan Vehicle Restraint System Improvements

A83 Taskforce

Works Planed in Next Quarter

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A83 Taskforce



**Thank You
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Any Questions**

A83 Taskforce

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