

Minutes of the 32nd A83 Taskforce Meeting 9 September 2026

Attendees

Stephen Flynn MSP (SF) – Cabinet Secretary for Economy, Tourism and Transport
– Chair

Annarosa Soujanen (AS) – Office of Stephen Flynn

Jackie Baillie MSP (JB) – Scottish Parliament

Jenni Minto MSP (JM) – Scottish Parliament

Brendan O'Hara MP (BOH) – UK Parliament

Keir Low (KL) – Office of Jenni Minto MSP

Marie-Claire Carswell (MCC) – Office of Jenni Minto MSP

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

Alasdair Graham (AG) – Transport Scotland

Gavin Dyet (GD) – Transport Scotland

Gordon Ramsay (GR) – Transport Scotland

James Porteous (JP) – Transport Scotland

Scott Lees (SL) – Transport Scotland

Douglas Laird (DL) – Transport Scotland

Tanja Waaser (TW) – Transport Scotland

Ian Woodcock (IW) – Transport Scotland

Ho Yan Grace Lee (GL) – Transport Scotland

Dhruv Shringarpure (DSh) – Transport Scotland

Callum Climmie (CC) – Transport Scotland

Ritchie Clift (RC) – AtkinsRealis WSP Joint Venture

Colin McCallum (CMcCa) – AtkinsRealis WSP Joint Venture

Caroline Trainer (CT) – AtkinsRealis WSP Joint Venture

Eddie Ross (ER) – BEAR Scotland

Mike Baxter (MBa) – 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

Hugh O'Neill (HON) - Argyll & Bute Council

Nick Gough (NG) – Forestry and Land Scotland

Alan Bell (AB) – The Loch Lomond and Trossachs National Park

Calum McCrae (CMcC) – A&L McCrae

Claire McMurchy (CMcM) – Highlands and Islands Enterprise

David Sumsion (DS) – Ardkinglas Estate

Gavin Dick (GDi) – Inveraray Jail

Gordon Ross (GRo) – Western Ferries

Hugh Nicol (HN) – Argyll Estates

Iain Catterwell (IC) – AMAC Forestry

Jane MacLeod (JMacL) – Mid Argyll Chamber of Commerce

Lucy Sumsion (LSu) – National Farmers Union Scotland

Martin Reid (MR) – Road Haulage Association

Martin Bell (MBe) – Road Haulage Association

Ranald Robertson (RR) – Highlands and Islands Transport Partnership

Simon Stuart (SS) – Argyll Timber Transport Group

Kirsty Robb (KR) – Ridings Sawmills

Apologies

Morven-May MacCallum MSP – Scottish Parliament

Max Bannerman MSP – Scottish Parliament

Maree Todd MSP – Scottish Parliament

Lawrence Shackman – Transport Scotland

Hugh Gillies – Transport Scotland

Cllr Jim Lynch – Argyll & Bute Council

Andrew Summers – Argyll & Bute Council

Pippa Milne – Argyll & Bute Council

Morag Goodfellow – Highlands and Islands Enterprise

Nicholas Sobey – Highlands and Islands Enterprise

Matthew Mundell - B.Mundell Ltd

Alexandria Herdman – Logistics UK

Iain Jurgensen – Portavadie Spa and Hotel

Agenda

Part 1: Rest and Be Thankful

1. Introduction and apologies.
2. Actions from previous minutes.

3. BEAR Scotland update on current mitigation and traffic management on the A83.
4. General discussion on BEAR Scotland work.
5. Update on progress of Medium and Long-Term Solutions, including outcomes from two-way appraisal work.
6. General discussion on Medium and Long-Term Solutions.
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. General discussion and AOB.

Part 1 – A83 Rest and Be Thankful

1) Introduction and Apologies

The Cabinet Secretary for Economy, Tourism and Transport, Stephen Flynn MSP (SF) introduced himself and welcomed everyone to the 32nd A83 Taskforce meeting.

SF assured the Taskforce that he is committed to building on the positive engagement undertaken to date with stakeholders through the A83 Taskforce. SF continued to note the passage of time since the last A83 Taskforce meeting, however emphasised it was important for him to familiarise himself with his portfolio since the Scottish Government elections in May 2026. SF confirmed he had attended a site visit to the Rest and Be Thankful which included travelling along both the Old Military Road (OMR) and the Forestry Track.

SF reaffirmed the Scottish Government's ongoing commitment to keeping Argyll and Bute open for business and that he is acutely aware of the importance of the A83 Trunk Road to the communities and economy of the Argyll and Bute area.

2) Actions from previous minutes

SF asked Gordon Ramsay (GR) to provide an overview of the outstanding actions from the previous Taskforce meeting in relation to the Rest and Be Thankful, and noted actions relating to the wider A83 will be covered later in the 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 (LTS) Ground Investigation.

GR confirmed due to the break on works at the Rest and Be Thankful over the summer period, further phase of drainage improvements have not yet been undertaken. This is now being considered for potential inclusion in the autumn or winter works programme.

***Post Meeting Note** – The drainage issues originally enquired about have been dealt with during an earlier phase of drainage works. The further drainage works referred to above are additional drainage maintenance works. Further updates on this will be given in the regular programme update. Action 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. GR also noted that Transport Scotland is seeking advice from external tourism experts regarding the concerns of economic impact to the tourism industry.

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.

GR confirmed that the maintenance and improvement works on the Rest and Be Thankful had been suspended from 30 May 2026 for around three months to allow the temporary traffic signals to be removed through the busier summer months of June, July and August. The works are now programmed to resume in mid to late September 2026. GR noted this action can now be closed.

SF thanked GR for delivering these updates, noting that they are responsive and constructive, and opened the floor for comment.

Hugh Nicol (HN) asked if, following the previous A83 Taskforce in March 2026, a memo had been left from the former Cabinet Secretary, Fiona Hyslop, in relation to the economic issues discussed at previous Taskforce meetings. SF commented he had familiarised himself with this project and had read the information left for him by his predecessor and reiterated he was keen to meet Taskforce members to understand the concerns raised previously before making any decision on the Medium-Term Solution (MTS).

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

SF 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.

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

SF thanked ER for his presentation and invited questions from the Taskforce members.

4) General Discussion on short term works at the Rest and Be Thankful

Alan Bell (AB) asked for more information on the stock fencing discussed in the presentation. ER responded that this work will take place along the section of recent tree planting, and fencing will seal off the roadside in this area. ER noted there is already deer-proof fencing higher on the hillside, however the section nearest the trunk road now needs addressed.

Jenni Minto MSP (JM) noted it was good to drive along the A83 at the Rest and Be Thankful without traffic management, but queried in relation to the image in the presentation showing slope scour erosion, will these works be programmed in parallel with MTS works? ER responded to say there is no overlap between these works and the MTS and noted these works will be addressed sooner than the MTS, in tandem with other slope scour works.

Cllr John Armour (JA) welcomed the Cabinet Secretary to the meeting, and paid tribute to Councillor Dougie Philand, who recently passed away. JA noted the significant contributions made by Cllr Philand to the Taskforce and praised the efforts he made towards getting a solution to the issues at the Rest and Be Thankful.

JA continued to ask if traffic management will be in place permanently or if it could be removed overnight or during the festive period, when no works are taking place?

ER echoed the sentiments towards the memory of Cllr Philand and noted his sadness at hearing this news. ER continued to confirm that traffic management will be removed during the festive period, however outside of this period works are expected to be continuous, noting traffic management will not be removed. ER added it's not reasonable to remove traffic management every night noting safety concerns and the scale and nature of the work involved in removing the traffic management. ER concluded by noting that any ad-hoc downtime on site between phases of work could result in the removal of traffic management and will be assessed on a case by case basis.

SF also passed on his condolences at the passing of Cllr Philand and wished his efforts to the Taskforce be recorded.

HN noted his condolences and continued to note the scour below the A83, towards the OMR, form part of the A83 Campaign Groups' concerns of building a road on this scoured area. HN continued to add this also raises concerns on using OMR as a two-way road. ER responded noting this would be a question for the Medium and Long-Term Solutions and will be addressed later in the meeting.

Lucy Sumsion (LS) asked whether traffic management will be managed 24 hours a day? ER confirmed yes, as has been done previously the traffic management will be manned 24 hours per day.

Cllr Maurice Corry (MC) also noted his condolences at the passing of Cllr Philand and noted the update on the traffic lights, and asked whether any improvements will be made to the OMR? ER responded no short-term improvements are planned, however referred to GR, who confirmed the currently proposed MTS will deliver improvements to the OMR.

David Sumsion (DS) noted the maintenance works have no end date and will extend beyond Christmas, and asked if the length of the traffic management, specifically in relation to the "no queuing under channels" could be reconsidered? DS suggested this would have traffic and cost benefits. ER confirmed a review was undertaken in recent years on the risk profile of queueing under channels, which led to the change in approach through the summer months. However, during winter periods the traffic management must be extended to prevent vehicles stacking below the channels. ER confirmed the traffic management will be reduced when appropriate, noting decisions are made on evidence gathered over a long period of time with safety of road users being priority.

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

SF invited GR, Transport Scotland's Project Manager for the A83 Rest and Be Thankful scheme, along with technical advisors AtkinsRéalis WSP Joint Venture, to provide an update on the MTS and LTS.

GR noted a priority has been to carry out a robust review of the two-way free flowing options for the MTS, as discussed at previous Taskforce meetings. GR noted the considerable work undertaken on the two-way options, and that work has now concluded. The Cabinet Secretary has been on a site visit, which included travelling along the OMR and forestry track, and a decision on the MTS has not yet been made. GR noted the Cabinet Secretary was keen to meet and hear from the Taskforce prior to any decision being made.

Ritchie Clift (RC) provided an overview of the emerging findings from the LTS Ground Investigation, and an overview of the ongoing work for the MTS and LTS. Colin McCallum (CMcCa) added a link to the British Geological Society website to the meeting chat, for Taskforce member to access.

Link Provided:

[GeolIndex - British Geological Survey](https://mapapps2.bgs.ac.uk/geoindex/home.html)

[\(https://mapapps2.bgs.ac.uk/geoindex/home.html\)](https://mapapps2.bgs.ac.uk/geoindex/home.html)

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

6) General Discussion

SF noted he was keen to hear views from the Taskforce, noting he was aware of the items raised to him in writing from the Campaign Group.

HN asked what the programme is for the project? GR responded to say it is challenging to confirm the programme at this time due to a multitude of variables, adding a possible Public Local Inquiry will add time, and if an alternative MTS two-way option is chosen it will add a considerable amount of time with a complete revisit to programme.

HN responded to say a lack of programme makes it difficult to run the regions' economy, and asked if the timescales for the construction period for the Long-Term Solution (LTS)? GR responded the construction of the LTS is anticipated to be three to four years.

HN asked if, noting there may be an additional four years of convoy operation and the A83 Campaign Group have suggested an alternative route, what is the likelihood of seeing a two-way road delivered? HN also queried if one of the options given to the Cabinet Secretary was a one-way / convoy system?

GR confirmed that a number of options have been presented to the Cabinet Secretary for him to make a decision, this includes the OMR Improvement with convoy operation as currently proposed for the MTS.

Brendan O'Hara MP (BOH) welcomed SF and noted this work is so much more than just an engineering project, and failure to acknowledge this will ignore the real life impacts, particularly in relation to the one-way running. BOH suggested no amount of mitigation can be put in place to offset the economic impact of this proposal, making reference to upcoming windfarm schemes and other developments. BOH added this is an existential crisis for Argyll and Bute, and it is unacceptable that people are expected to accept the main route into the region will be one-way convoy for four years. BOH added he is grateful there is a long-term solution which will be delivered.

SF acknowledged these concerns.

Jenni Minto MSP (JM) echoed BOH's sentiments and noted the A83 is the artery into Argyll and Bute. At the Roundtable meetings in September 2025, groups were clear on the potential business impacts. At the last Taskforce meeting in March 2026 there was an action that Transport Scotland would engage with Highland and Islands Enterprise (HIE) and Argyll and Bute Council to ascertain the economic impact of the proposed scheme, and asked how this has progressed? JM also challenged the modelled journey times, noting at peak times there is a significant volume of traffic at the Rest. JM suggested it may be helpful for a timeline to be set for the results of any additional economic work and the calculations used for said work.

MC asked if the signage and advance warning will be cast wider to cover M8 / M74 etc, adding signage has previously been inaccurate, and this has been discussed at previous Taskforce meetings.

GR noted the 15-minute journey time is the 12-hour average, i.e. the average journey time between the hours of 7am and 7pm. The 24-hour journey times were discussed at the September Roundtable meetings, and concerns were raised by stakeholders that the 24-hour average understated journey times, and a 12-hour (7am to 7pm) average should be used moving forward. GR added at peak times the journey times will be higher than 15 minutes, as previously advised to Taskforce

members, and at quieter times it will be lower. GR continued to note discussions have been held with HIE and at the September 2025 roundtable meetings, economic impacts were predominantly in relation to tourism / hospitality impacts, and to address these concerns Transport Scotland have commissioned external tourism experts.

JM asked what the timeframe for work with HIE is and noted it is clear from the Roundtable meetings that the economic impact will be huge. JM also asked for the peak delay time.

GR responded to say the peak time modelling shows that between 1pm and 2pm in a typical July and August month journey times could be up to 25 minutes on the improved OMR.

Calum McCrae (CMcC) noted a waiting time of 25 minutes is completely unacceptable, and added he agrees with BOH, noting tourism is critically important. CMcC added to meet net zero targets, £12-£14 billion of investment is coming into Argyll and Bute. CMcC suggested if traffic is restricted to operating on one lane, this will be severely damaging to the regions' economy, adding MOD business has returned, and single lane operation will result in approximately 20 job losses at his firm, as a minimum, which will lead to social degradation.

SF thanked attendees for their contributions so far and acknowledged comments.

Jackie Baillie MSP (JB) commented that infrastructure funds are in short supply, and asked what level of investment will be required and when? JB suggested four years may be optimistic for delivery of the LTS, and challenged what is being done on the MTS, and asked when the Cabinet Secretary is going to make a decision and what are the funding implications for this?

SF responded noting that his predecessor Fiona Hyslop asked for significant additional work to be undertaken. SF confirmed he has received the outcome of this work, adding the level of detail is significant, and he is working his way through the paper, working closely with officials to fully understand the material. SF commented the indicative timetable for construction of the LTS is three to four years, and cognisance should be taken that any decision on the MTS will impact the programme for delivery for the LTS, and this is factoring into his decision making.

SF continued to note delivery of the LTS is ultimately the end point, and any decision to alter the proposed MTS incurs significant time and cost impacts. SF continued to note he is responsible for making this decision and wanted to engage with the Taskforce to inform this decision. He indicated that he will not commit to a specific

timeline for a decision, he wants to ensure he is entirely comfortable with the decision, however noted he is cognisant of the time taken. SF added that he would be happy to continue the discussion offline and in Parliament as he knows how important this is.

LS noted at the transport committee SF confirmed he visited different places during the summer tour, and asked what stakeholders and local people he had engaged with to discuss the A83, noting the Cabinet Secretary had not met the A83 Campaign Group. LS also noted the impact to tourism is significant, and it may be in the Government's interest to consider the wider impacts on Argyll.

JA noted this is not a case of when the LTS gets a programme, but ensuring the correct decision is made, which he believes is a fully two-way road. JA commented a convoy operating will result in job losses and businesses leaving the Kintyre area, and a two-way road is the correct answer and should take as much time as it takes to reach this decision.

Martin Bell (MB) noted his perspective from road haulage point of view is that the impact from the proposed convoy operation is unacceptable, particularly when considering driver breaks and suggested additional drivers would be required. MB noted concerns that timed deliveries would be missed and a two-way system is essential. People using buses or coaches will miss doctor appointments and job interviews. MB also commented additional cost increases such as national insurance and fuel will result in firms moving out of the area.

SF thanked all for their contributions and added he did not get the opportunity to discuss the scheme with local stakeholders during his visit, he would have liked to have met with communities however due to diary constraints, this was not possible. SF noted JA's comments and confirmed these will all be taken into account during his considerations. SF added that it is important to have constructive dialogue with officials to ensure the correct decision is made. SF noted he was responsible for making the correct decision for the majority of people in Argyll and Bute.

MC suggested that the military could be brought in to deliver a MTS quickly.

HN noted the A83 Campaign Group have looked at a lot of solutions and they feel the Green option is the best solution noting it is cheaper and quicker to construct than the current LTS, and would welcome the Cabinet Secretary to visit the site if this would be of benefit.

SF noted he is familiar with the forestry track option for the MTS and noted the indicative costs do not include any mitigation from landslides, adding he was

reluctant to progress a scheme that did not provide appropriate mitigation to the risk of landslides. During his site visit he walked along the forestry track and he noted significant water flows despite the weather on the day being sunny.

7) Summary and date of next meeting

SF thanked Taskforce members for their attendance and contributions to the meeting, noting a significant amount of work had been undertaken and it is important we reach the correct decision, and handed over to GR.

GR invited more questions from Taskforce members.

DS reinforced the invite for SF to attend a face to face meeting in the community with the A83 Campaign Group before a decision is made. GR responded that this invite will be noted.

GR handed over to Scott Lees (SL) 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

SL thanked GR and noted this part of the meeting related to matters on the wider A83. SL provided an update on the previous actions relating to the wider A83 Trunk Road:

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

SL confirmed that the landscape vegetation cut back undertaken between Tarbet and Campbeltown was completed at the end of March 2026. Since then, BEAR Scotland has completed further landscape cut back on the A83 at Erines, Lochgair, Minard, Ronachan and Clachan. SL confirmed this action can now be closed.

JA noted representation was made to him in relation to this issue, and when verges were being cut this was not being done high enough to avoid impacts to vehicles. JA reported that following the recent work haulage companies are grateful this work has been carried out which had made a big difference and emphasised the importance of continuing this work along the network.

ER confirmed this work will continue to be being prioritised.

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

SL noted that at the last Taskforce meeting 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 regards to the provision of additional temporary signing during the planned resurfacing on the A83. SL noted this action can now be closed. JA noted this worked relatively well and there are no further issues now the resurfacing works had been completed.

SL noted a recent meeting with Argyll and Bute Council and there are opportunities for more conjoined working, and a more frequent meeting schedule has been arranged.

ER noted regular meetings are now taking place with JA and Argyll and Bute Council officials and these are very helpful. JA agreed.

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

SL confirmed that BEAR Scotland met with FLS following the last Taskforce meeting to discuss the programme of tree felling. FLS is currently looking at options for the programming of the tree felling work to fit in with the long-term solution to minimise disruption if possible.

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

SL confirmed that BEAR Scotland has prepared and issued an Options Review Report and proposed scope for next steps to Transport Scotland. Transport Scotland is now reviewing the options, however no timescales are confirmed.

Action 32.1) Transport Scotland and BEAR Scotland to confirm timescales for any decision or improvements at Erines pinch point

SL invited ER to present an update on their 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. 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**.

9) General discussion and AoB

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

Iain Catterwell (IC) noted in relation to the tree felling works is there any indication of when these works will take place?

ER responded confirming traffic management will be required and that the traffic interface was the basis of these discussions between BEAR Scotland and Forestry

and Land Scotland. Information was exchanged but the MTS and LTS works are on the horizon, and FLS suggested it may be beneficial to incorporate these works into the wider schemes, with discussions ongoing.

IC asked if there are any indicative dates for these works? ER responded dates had not been provided, and the action was with FLS to generate a plan for the works. ER noted the aim is to complete the works, minimising impacts to traffic and other works.

LS confirmed she had reviewed the programme of works provided by BEAR and noted her disappointed at the drainage improvements at Cairndow were programmed as “investigations” rather than “works”. ER responded investigations are required to ascertain the volume of works required, and an allocation for future works in this location has been budgeted for.

LS continued to ask about Strone / Loch Shira drainage and the water coming across the road, noting water was on the road during the summer period. ER confirmed work is planned in this location into the next financial year, noting geotechnical and drainage aspects of these works.

LS asked for additional road surfacing at the bridge at the end of Loch Shira. ER confirmed this will be considered.

Action 32.2) BEAR Scotland to investigate potential resurfacing works at the bridge at Loch Shira.

JB noted she has received an email from the Cabinet Secretary suggesting the 29 October for a meeting at St Andrews House for 35 minutes. JB confirmed she will request to extend this meeting and seek to include members of this meeting and for it to take place in Argyll, but encouraged A83 Campaign Group members to make themselves available.

CMcC emphasised the need to ensure this meeting takes place with the Cabinet Secretary, noting that he needs to meet with the businesses prior to making a decision on the two-way options. CMcC added that they can come to Edinburgh.

JA noted he had been contacted by a stakeholder in relation to a cattle underpass under the A83, and communication with BEAR has been challenging when trying to progress the works.

Iain Woodcock (IW) noted that discussions are ongoing with the landowner and confirmed significant information from the stakeholders’ design team is required

before things can be progressed. IW confirmed he will contact the landowner directly to discuss (instead of him contacting ER).

Action 32.3) IW to liaise with stakeholder to progress cattle underpass

JM noted she has written to Transport Scotland about this but has not yet received a response, and requested that is looked at as a matter of urgency.

LS noted she had been contacted by the aforementioned stakeholder in relation to the cattle underpass, and noted information given to the stakeholder was out of date. SL commented that an action had been taken to discuss this with the stakeholder.

LS continued to raise concerns in relation to the impact on traffic when there is an incident on the A82 traffic is diverted onto the A83. This was raised at a previous Taskforce following a serious collision which resulted in a fatality. A further incident had occurred since and again long delays were experienced at Inverary Arch (A819). LS requested a contingency is put in place, particularly in Inveraray and if resources are available these should be used.

ER responded that this can be revisited, however noted that BEAR's Incident Response Unit is required to attend the incident and manage that situation. To situate responders elsewhere on the route is challenging, however, this will be addressed on a case by case basis, if resources are available at the Inverary Depot.

SL thanked everyone for their attendance and contributions to the meeting and reiterated that should any issues arise, not to save these until the next meeting, but to contact BEAR Scotland or Transport Scotland officials so matters can be resolved quickly.

GR noted the next meeting will be scheduled for January 2027 and that the minutes for this meeting will be issued in due course.

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 complete. Action closed.

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

Action 31.4) BEAR Scotland to provide an update on the timescales for the work at the Erines pinch point.

Part 1: Rest and Be Thankful

No actions taken

Part 2: A83 Operation and Road Maintenance

Action 32.1) Transport Scotland and BEAR Scotland to confirm timescales for any decision or improvements at Erines pinch point

Action 32.2) BEAR Scotland to investigate potential resurfacing works at the bridge at Loch Shira.

Action 32.3) IW to liaise with stakeholder to progress cattle underpass

Annex A – BEAR Scotland RaBT Presentation Slides



A83 Taskforce

Meeting No. 32

9 September 2026

Eddie Ross
Scheme Delivery Manager
BEAR Scotland Ltd



A83 Taskforce
Meeting No. 32
Microsoft Teams
9 September 2026
Eddie Ross
Scheme Delivery Manager
BEAR Scotland Ltd

A83 Taskforce No. 32

Presentation Overview



Part 1: Rest and be Thankful

- Hillside conditions
- Debris barrier repair project
- Works planned in next period

Part 2: Wider A83 works programme

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

A83 Taskforce No. 32
Presentation Overview

Part 1: Rest and Be Thankful

- Hillside conditions
- Debris barrier repair project
- Works planned in next period

Part 2: Wider A83 works programme

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

A83 Taskforce



Part 1: Rest and be Thankful

Hillside Conditions

- Daily monitoring has continued through the period.
- Weather has predominantly been dry, through the Spring / Summer.
- Hillside conditions have been relatively stable with no issues impacting the trunk road.
- No use of the Old Military Road required in the period.
- Maintenance work was paused and temporary traffic signals removed over summer at the request of the Taskforce.

A83 Taskforce

Part 1: Rest and Be Thankful

Hillside Conditions

- Daily monitoring has continued through the period.
- Weather has predominantly been dry throughout the Spring / Summer.
- Hillside conditions have been relatively stable with no issues impacting the trunk road.
- No use of the Old Military Road in the period.
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A83 Taskforce



Catch Fence Emptying and Repairs



A83 Taskforce

Catch Fence Emptying and Repairs

The slide contains two photographs of catch fence emptying and repairs. The first photograph (left) shows a digger next to a number of waste bags full of debris being prepared for removal. The second photograph (right) shows the filled waste bags being lifted by a helicopter.

A83 Taskforce



Catch Fence Emptying and Repairs



A83 Taskforce

Catch Fence Emptying and Repairs

Slide contains a photograph of a recently repaired catch fence along the A83.

A83 Taskforce

Further BEAR works

- Stockproof fence being installed on the slope above the trunk road to protect young trees.
- Maintenance in debris pits and channels.
- 3a and 3b lower slope scour works.
- Westbound drainage improvements.
- Further barrier repairs.



A83 Taskforce

Further BEAR works

- Stockproof Fence being installed on the slope above the trunk road to protect young trees.
- Maintenance in debris pits and channels.
- 3a and 3b lower slope scour works.
- Westbound drainage improvements.
- Further barrier repairs.

A83 Taskforce

Further BEAR works



Traffic Management

- Traffic management only in place to facilitate essential works.
- Works undertaken during daytime for safety and efficiency reasons.
- During wetter seasons queuing under key channels is not advisable meaning that the coned off area is longer.
- Opportunities will be taken to overlap works to make best use of traffic management.
- Works will be paused at Christmas / New Year.
- Works will be paused during the busier summer period.

Traffic Management

- Traffic management only in place to facilitate essential works.
- Works undertaken during daytime for safety and efficiency reasons.
- During wetter seasons queuing under key channels is not advisable meaning that the coned off area is longer.
- Works will be paused at Christmas / New Year.
- Works will be paused during the busier summer period.

A83 Taskforce

Further BEAR works



Lower Slope Scour

A83 Taskforce

Lower Slope Scour

Slide contains a photograph of scouring next to a culvert below the A83.

A83 Taskforce

Further BEAR works



Lower Slope Scour

A83 Taskforce

Lower Slope Scour

Slide contains a photograph of scouring below the A83 towards the Old Military Road.

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.32
9 September 2026
Ritchie Clift (AWJV)

LTS – Ground Investigation

Emerging Outcomes

- Depth to bedrock established – variable, deeper/shallower than Stage 3 assumptions
- Bedrock strength equal to or greater than Stage 3 assumptions
- High groundwater levels at the southern extent of the scheme and within the Rest and Be Thankful car park

The results of the Ground Investigations are available on the British Geological Society (BGS) website

[GeolIndex - British Geological Survey](#)

Click “Add Data” then select - [Borehole Records](#)

- In line with industry practice. Ground Model currently being concluded to inform Specimen Design in line with the now established ground parameters, including:
 - Catch-pit
 - Culverts
 - Debris Flow Shelter foundations
 - Rock cut opposite car park
 - Watercourse cascade structures



LTS – Ground Investigation

Emerging Outcomes

- Depth to bedrock established – variable, deeper / shallower than Stage 3 assumptions
- Bedrock strength equal to greater than Stage 3 assumptions
- High groundwater levels at the southern extent of the scheme and within the Rest and Be Thankful car park

The results of the ground Investigations are available on the British Geological Society (BGS) website:

[GeolIndex - British Geological Survey](#)

(<https://mapapps2.bgs.ac.uk/geolindex/home.html>)

- In line with industry practice, Ground Model currently being concluded to inform Specimen Design in line with the now established ground parameters, including:
 - Catch-pit
 - Culverts
 - Debris Flow Shelter foundations
 - Rock cut opposite car park
 - Watercourse cascade structures

Ongoing work

Medium Term Solution

- MTS two-way options appraisal – awaiting decision.
- Objection resolution and Public Local Inquiry (PLI) if necessary
- Specimen Design
- Contract preparation



Long Term Solution

- Objection resolution and PLI if necessary
- Rock Anchor Trial (currently on site)
- Conclude ground model
- Specimen Design
- Contract preparation



Ongoing work

Medium Term Solution

- MTS two-way options appraisal – awaiting decision.
- Objection resolution and Public Local Inquiry (PLI) if necessary
- Specimen Design
- Contract preparation

Long Term Solution

- Objection resolution and PLI if necessary
- Rock Anchor Trial (currently on site)
- Conclude ground model
- Specimen Design
- Contract preparation



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 April and July = **£3.4M**

Road Resurfacing

- A83 Kennacraig Phase 1
- A83 Arrochar to River Loin
- A83 North of Bellochantuy
- A83 Tangy
- A83 Leamnamuic

Road Patching

- A83 West Loch Shores
- A83 Corranbuie



A83 Taskforce

Works Undertaken Since Previous Meeting

- Total A83 investment between October and January = £3.4M

Road Resurfacing

- A83 Kennacraig Phase 1
- A83 Arrochar to River Loin
- A83 North of Bellochantuy
- A83 Tangy
- A83 Leamnamuic

Road Patching

- A83 West Loch Shores
- A83 Corranbuie

A83 Taskforce

Works Undertaken Since Previous Meeting (Continued)



Drainage / Landscaping / Slope Improvements

- A83 Glen Kinglas Ditch Improvements
- A83 Butterbridge Embankment Failure

Road Safety /Active Travel

- Campbelltown Pedestrian crossings (Civil Works)

Road Signs and Road Markings

- A83 Route Refresh Carry Over (Tarbet to Lochgilphead)



A83 Taskforce

Works Undertaken Since Previous Meeting (continued)

Drainage / Landscaping / Slope Improvements

- A83 Glen Kinglas Ditch Improvements
- A83 Butterbridge Embankment Failure

Road Safety / Active Travel

- Campbelltown Pedestrian Crossings (Civils Works)

Road Signs and Road Markings

- A83 Route Refresh Carry Over (Tarbet to Lochgilphead)

A83 Taskforce

Works Programmed to March 2027



Road Resurfacing

- A83 West of Achnatra
- A83 Meall Mhor North Lodge
- A83 North of Minard
- A83 North of Castleton
- A83 Ardgartan to Glen Croe
- A83 West of Dunderave Castle

Road Patching

- A83 Kilmory Roundabout
- A83 Loch Fyne Spa
- A83 Stonefield Castle
- A83 Erines Bends
- A83 West of Dunderave Cottage
- A83 South of Minard

A83 Taskforce

Works Programmed to March 2027

Road Resurfacing

- A83 West if Achnatra
- A83 Meall Mhor North Lodge
- A83 North of Minard
- A83 North of Castleton
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- A83 Kilmory Roundabout
- A83 Loch Fyne Spa
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- A83 Erines Bends
- A83 West of Dunderave Cottage
- A83 South of Minard

A83 Taskforce

Works Programmed to March 2027

Drainage / Landscaping / Barriers / Slope Improvements

- A83 Minard Bridges VRS
- A83 Easn Dubh Embankment
- A83 Westcroft Drainage Improvements
- A83 Tarbert, Drainage Improvements
- A83 Cairndow Drainage Investigation

Road Safety / Active Travel

- Campbeltown Pedestrian crossings (Signal Works)
- A83 Cairndow VAS Works
- A83 Lochgilphead to Tarbert Bend Treatments

Road Signs and Road Markings

- A83 Tarbert to Campbeltown Traffic Signs
- A83 Lochgilphead to Campbeltown - Road Markings

Bridges

- A83 Stronachullin Parapet Improvements
- A83 710 Tangy North Corrugated Pipe Lining



A83 Taskforce

Works Programmed to March 2027

Drainage / Landscaping / Barriers / Slope Improvements

- A83 Minard Bridges VRS
- A83 Easn Dubh Embankment
- A83 Westcroft Drainage Improvements
- A83 Campbeltown Road, Tarbert, Drainage
- A83 Cairndow Drainage Investigation

Road Safety / Active Travel

- Campbeltown Pedestrian crossings (Signal Works)
- A83 Cairndow VAS Works
- A83 Lochgilphead to Tarbert Bend Treatments

Road Signs and Road Markings

- A83 Tarbert to Campbeltown Traffic Signs
- A83 Lochgilphead to Campbeltown – Road Markings

Bridges

- A83 Stronachillin Parapet Improvements
- A83 710 Tangy North Corrugated Pipe Lining

A83 Taskforce



**Thank You
&
Any Questions**

A83 Taskforce
Thank You & Any Questions