

Minutes of the 27th A83 Taskforce Meeting

19 September 2024, 14:15pm – 15:45pm

Virtual only - MS Teams Meeting

Attendees

Fiona Hyslop MSP (FH) – Cabinet Secretary for Transport
Craig Peaston (CP) – Private Secretary to the Cabinet Secretary for Transport
Lawrence Shackman (LSh) – Transport Scotland
Gavin Dyet (GD) – Transport Scotland
Gordon Ramsay (GR) – Transport Scotland
James Porteous (JP) – Transport Scotland
Stuart Moffat (SM) – Transport Scotland
Anthony Ross (AR) – Transport Scotland
Tanya Waaser (TS) – Transport Scotland
Martin Polland (MP) – Transport Scotland

Rory Gunn (RG) – AtkinsRealis WSP Joint Venture (AWJV)
Duncan Hamilton - AWJV
Chris Southwell (CS) – AWJV
Caroline Trainer (CT) – AWJV
Eddie Ross (ER) – BEAR Scotland
Mike Baxter (MB) – BEAR Scotland
Lauren McMinn (LM) – BEAR Scotland

Adrian Curtis (AC) – Cairndow Community Council
Alexandra Herdman (AH) – Logistics UK
Councillor Dougie Philand (DP) – Argyll and Bute Council
Councillor Maurice Corry (MC) – Argyll and Bute Council
Councillor William Sinclair (WS) – Argyll and Bute Council
David Sumsion (DS) - Cairndow Community Council
Eilidh Matheson (EM) - CalMac Ferries
Fergus Murray (FM) - Argyll & Bute Council
Gemma Corbett (GC) - Parliamentary Assistant to Rhoda Grant MSP
Hugh Nicol (HN) – Inveraray Castle
Iain Catterwell (IC) – Argyll Timber Transport Group
Jane Macleod (JMaC) - Mid Argyll Chamber of Commerce
John Gurr (JG) A83 Rest and Be Thankful (RaBT) Campaign Group
John Hair (JH) - Forestry Land Scotland
Keir Low (KL) - Constituency Assistant to Jenni Minto MSP
Kirsty Flanagan (KF) - Argyll & Bute Council
Kirsty Robb (KR) – Ridings Sawmill
Lee-Ann Bokla (LB) – CalMac Ferries
Lucy Sumsion (LS) – National Farmers Union Scotland (NSUF)
Martin Bell (MBe) - Road Haulage Association
Martin Reid (MR) - Road Haulage Association
Matthew Mundell (MM) - B.Mundell Ltd
Morag Goodfellow (MG) - Highlands and Islands Enterprise

Nicholas Sobey (NS) - Highlands and Islands Enterprise
Tim Eagle MSP (TE) - Scottish Parliament
Tracy Carmichael (TC) - Scottish Parliament – Office of Jackie Baillie MSP

Apologies

Ariane Burgess MSP
Douglas Ross MSP
Edward Mountain MSP
Jackie Ballie MSP
Duncan Macalister – NFUS
Neil Hunter – CalMac Ferries
Pippa Milne – Argyll and Bute Council
Ranald Robertson – Hitrans
Kevin McIntosh – Argyll and Bute Council

Agenda

1. Welcome, introduction and apologies
2. Actions from previous meeting
3. BEAR Scotland update on mitigation and current mitigation and current conditions of the hillside followed by open discussion
4. Update on progress of Medium and Long-term solutions followed by open discussion
5. General discussion and AOB, including points raised by Taskforce Members.
6. Summary, date of next meeting and actions

1) Welcome extended to all attendees by the Cabinet Secretary for Transport Fiona Hyslop MSP (FH)

FH welcomed everyone to the 27th meeting of the A83 Taskforce, which was a virtual meeting held on MS Teams.

FH informed the group that positive engagement with stakeholders will continue through the Taskforce, and reaffirmed the Scottish Government's ongoing commitment to Argyll and Bute to ensure the A83 is open for business. FH noted the importance of the A83 and its connection to the communities and economy of the Argyll and Bute area.

FH noted the events of Sunday 15 September, which again highlights that the Rest and Be Thankful needs a solution which brings certainty to those who are directly impacted. Due to the condition of the hillside, the A83 was closed on Sunday morning as a precaution, and mobilisation of the Old Military Road minimised the use of the long diversion ensuring that Argyll and Bute remains open for business.

FH noted that 500 Tonnes of material was successfully intercepted by the debris fences and pits in this location with no material reaching the road. The debris fences and catchpit have protected road users and protected the road itself from damage and will greatly speed up the clear up operation.

FH continued to note that on the evening of Wednesday 18 September, further material movement, including large boulders, was detected on the hillside. The A83 was closed due to safety concerns and traffic was diverted onto the longer diversion route. Once livestock was safely removed from the Old Military Road it was mobilised for use at around 9am this morning. Traffic will remain on the Old Military Road whilst an assessment of the hillside continues but will return to the A83 as soon as it is safe to do so.

FH reiterated that the Scottish Government remains fully committed to the delivery of both the medium and long term solutions.

FH outlined the next steps which includes the detailed design and assessment of the preferred option, which is progressing at pace, and will conclude with the publication of draft orders and Environmental Impact Assessment which are expected to be published by the end of this year. FH added that progress thereafter this depends on any representations including any objections. FH reiterated that the delivery of the permanent long term solution (LTS) is a priority and we will continue to seek to deliver that as quickly as possible.

FH confirmed that the Scottish Government is pushing forward with the Medium Term Solution (MTS) improvements to the Old Military Road (OMR) to create a more resilient diversion route until the LTS is in place.

FH stated that the MTS Phase one works had commenced in December and construction of the new link road was now complete and in operation. It is expected that the remainder of the medium term improvement works will be carried out on a phased basis.

FH added that significant ground investigation work for the MTS commenced on site and is nearing completion, and a separate ground investigation contract for the LTS has been awarded, with site works likely to commence in the coming weeks. The information obtained from these investigations will inform the ongoing design work which continues at pace.

FH noted that several questions have been received from Taskforce members and will be discussed under agenda item 6.

FH noted that apologies have been received from some members and these will be listed in the meeting minutes.

2) Actions from previous minutes

FH passed to GR to update on the actions from the previous minutes:

Action 1: Ongoing communication of roadworks, and to make it clear where people can obtain the information

- Gordon Ramsay (GR) noted information on communications for roadworks was issued alongside the previous Taskforce minutes in his email of 24 July 2024. **Action closed.**

Action 2: Councillor John Armour and the Council to liaise with BEAR Scotland regarding road matters on the trunk road, including traffic lights, responsiveness and amnesties.

- GR confirmed liaison is continuing through BEAR Scotland's Network Manager. A meeting was also held with Argyll and Bute Council, Cllr John Armour and Transport Scotland with their technical advisors on 29 August. It was agreed a further meeting would be held to discuss other roadworks matters. Argyll and Bute Council to make arrangements. **Action ongoing.**

Action 3: Eddie Ross to provide update on Array Bridge parapet and Minard Hill.

- GR noted that BEAR Scotland confirmed the works at Array recommenced on 2nd September and will be on site for approximately 6 weeks. The Minard Hill works related to utilities works and were completed in July. **Action closed.**

Action 4: TS to facilitate discussions between Western Ferries, Transport Scotland and Road Haulage Association to consider options for freight during construction to keep businesses and communities thriving

- GR confirmed Transport Scotland and Western Ferries are in contact and looking to arrange a meeting with the Road Haulage Association. Date to be confirmed. **Action ongoing.**

Action 5: Transport Scotland to look at the potential opportunities with Ferries in relation to freight moving around in the area during construction.

- GR confirmed Transport Scotland Ferries colleagues are aware of this matter and would be happy to discuss further with hauliers and other interested stakeholders. As with all possible diversion options, it will be important to understand hauliers' movements in terms of routes and numbers of vehicles, as well as their preferences and constraints. However, it was noted that there would appear to only be scope to remove a limited number of HGVs from the A83 Rest and Be Thankful corridor given potential passage times and vessel capacities. **Action ongoing.**

Action 6: Transport Scotland colleagues to provide a detailed response to the matters raised by John Gurr, A83 Campaign Group.

- A detailed response to the matters raised was provided to John Gurr and the Campaign Group, and a round table discussion was held in Inveraray on 25 July. **Action closed.**

3) BEAR Scotland update on current mitigation and current conditions of the hillside followed by open discussion.

ER introduced himself as Scheme Manager for the RaBT with BEAR Scotland. ER presented slides which included an update on the hillside monitoring at the RaBT, the events of 15 and 18 September, the work with Forestry Land Scotland,

improvements at Glen Kinglas and Aray Bridge and on the wider programme for the A83 and A82.

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

FH thanked ER for his presentation and noted that it would be helpful for BEAR to share the outcomes of the investigations into why movement is still occurring on the hillside during this dry period.

Action 1: TS / BEAR to share the outcomes of the ongoing investigation into why there is still movement on the hillside in recent days.

FH invited any questions from Taskforce members.

William Sinclair (WS) noted that he had used the A83 several times in recent days, and challenged why the reaction time to move traffic onto the A83 could not be improved? WS continued to note that there are a number of issues for businesses in the area trying to move products, with Western Ferries being significantly busier than usual on Wednesdays, likely due to road users trying to avoid using the A83.

FH noted that when it is known that the diversion is required, it can be planned and well communicated, but the challenge may be around unplanned or unexpected incidents. FH noted that discussions are ongoing with Western Ferries and these have been covered in actions taken from recent Taskforce meetings. FH noted that for planned rainfall events, preparations can be made to quickly mobilise the OMR. However, for unplanned events this is more difficult.

ER noted that the event on Sunday 15 September was unplanned and resources had to be brought in from further afield in order to mobilise the OMR, and that the landowner needs to move and tend to their livestock. ER added that 3-4 hours to divert traffic from the A83 is as good a time as can be expected. Referring to the events on the evening of Wednesday 18 September, this event was unexpected and as it happened overnight, it was unsafe to herd livestock and mobilise the OMR in darkness. The longer diversion was put in place until the OMR could be opened safely.

Matthew Mundell (MM) noted that communications are generally good, and come via email, however, this is not always perfect. Around 30 loads were impacted this morning at the Rest and Be Thankful, which had financial implications. Having people at Inveraray and Taret at 0500 or 0600 to warn traffic and divert trucks onto the long diversion may have mitigated this impact.

Martin Reid (MR) noted that running a 44 tonne truck costs approximately £2.68 per mile, so by moving onto the long diversion this wipes out any profit from vehicles, likely resulting in a loss for the operator.

FH summarised that the communications around unplanned events needs to be improved, including potentially reintroducing electronic signage.

Action 2: BEAR to investigate what improvements can be made to communicating / preparing for unplanned events requiring the use of the long diversion or the OMR to mobilise, including the reintroduction of electronic signage.

ER responded that the normal communications message was via email, and noted that on Wednesday 18 September BEAR Scotland issued an email at 21:30 which advised of the situation. This email goes out to 200+ businesses and ER invited anyone not receiving it to get in touch. ER continued that electronic signage is in place and BEAR can look at introducing electronic signage in Inveraray, and upgrading the sign in the Lochgilphead area.

FH requested MR investigate potential means of communications in the evening / nighttime where road users/hauliers may not check their emails prior to departing in the morning.

Action 3: MR to investigate potential alternative comms methodologies to ensure road users/hauliers are made aware of any closures.

MR noted that hauliers may be more likely to look at TS communications rather than those coming from the Road Haulage Association.

MM noted that the electronic sign at Inveraray is generally very well received, and ensuring this is updated would resolve a lot of issues.

FH noted it may be appropriate to remind road users to check the Traffic Scotland website / social media prior to starting their journeys.

Action 4: BEAR Scotland to ensure the electronic signage at Inveraray is operational and is updated regularly.

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

FH invited GR and Rory Gunn (RG) of AWJV to provide an update on the ongoing ground investigation work, and the medium and long-term solution.

RG provided an update on the LTS and MTS including an update to design works, an overview of the statutory process timeline and an update on the ongoing 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.

Lucy Sumsion (LS) asked in terms of the constructability assessment, following the events of this week, what measures will be put in place should a landslide occur during construction? LS continued to ask if once completed, if there is a landslide and debris is caught in the catch pit behind the shelter and vehicles are mobilised onto the roof to remove material, will the road remain open?

RG noted that none of the options considered at DMRB Stage 2 were completely immune to the risk of landslides, including the green option. With regards to constructability, consideration is being given to constructing additional fences above the A83. As the scheme construction develops, the catchpit and debris flow shelter will aid resilience. RG also noted that plant and machinery will be able to operate on the roof without the need to close the A83.

Fergus Murray (FM) asked about the construction impact on the A83 and diverting onto the OMR for such a significant period of time. What economic assessment has been done here?

RG responded that the improved OMR (following completion of the MTS works) will be in operation for extensive periods during construction. The social and economic impacts are being assessed now and will be reported in the DMRB Stage 3 report.

GR added that disruption to road users was considered during DMRB Stage 2 which fed into the assessment process for the preferred route.

FH noted that the preferred route has been identified and work is now ongoing to minimise disruption to road users during construction. The role of the Taskforce is now to work together to build resilience through this period.

John Gurr (JG) noted the helpful discussion in the summer around providing a two-way road during construction, which JG agreed would not be possible. JG would like to see the details of the economic assessment as the DMRB Stage 2 assessment only reported a high/medium/low scoring, and what contributed to getting to these scores?

RG responded that the Stage 3 assessment is much more detailed than Stage 2, and that assessment work is well underway and will be published at the end of this year.

5) General discussion and AOB including points raised by the A83 Taskforce Members

Adrian Curtis of Cairndow Community Council noted that in relation to the two junctions in and out of Cairndow, the community is of the opinion that traffic is travelling too fast and it is difficult to get on/off the road safely. AC queried if electronic signs could be installed or other improvements to the junctions?

Tanja Waaser (TW) responded that TS are currently in the process of installing vehicle activated signage. Regarding the junctions, annual road safety screenings show that there are no recommendations to improve this junction. From 2021-23 there were no accidents in this location, with no evidence of any accidents since.

AC noted that speeding traffic is always an issue.

Action 5: TW to investigate the issues surrounding speeding at the Cairndow junction and consider escalating this matter.

WS noted that this is a poor junction and further works should be investigated. Speeding vehicles are an issue.

David Sumsion (DS) noted that both junctions are on tight bends. DS feels that the speed limit should be reduced or the junctions should be completely reconfigured.

FH noted a national speed review is ongoing and will be issued for consultation.

JG noted he has three queries. The first is in relation to traffic management being on the A83 since 2020 and how we can be more effective. The A83 has not been opened to two way traffic for four years, but this has already been discussed. JG continued to ask if monies are committed to these improvements for a permanent solution or will they be subject to future review, and finally JG asked for the Terms of Reference document to be updated.

FH responded that all the works to date contribute to ongoing spend, and the RaBT project remains a key priority in the Programme for Government. Moving forward to looking at budgets for 2025/26, there is not an earmarked 'pot' of money for the project, but year to year budget planning is ongoing.

JG asked if in two years' time, there is a risk that money will not be available, which is why he is challenging at this time?

FH responded that TS is well practiced in carrying out these risk assessments and budget planning. FH also noted that future funding would be subject to the completion of the statutory process

FH suggested that in future, the Taskforce consider splitting into two – one specific to the RaBT works and one for the wider A83 Trunk Road.

Morag Goodfellow (MG) asked about the fiscal challenges with the project and noted that with a number of hydroelectric schemes in the area perhaps European Tunnellers could provide expertise for this project?

FH noted that she has been clear on the fiscal challenges, and that whilst tunnellers will be here, it is not our intention to revisit the Stage 2 assessment.

JG added tunnelling works are ongoing elsewhere, and that if the preferred route becomes unaffordable then there is an opportunity to look into tunnelling.

GR responded that we have gone through the formal assessment process and the reasons for the selection of the preferred route can be found in the Stage 2 assessment. GR continued to note whilst AWJV maintain a strong Scottish workforce for this project, these consultants are global organisations and can draw on expertise internally to provide information and guidance when required on a number of topics, including tunnelling. This was reiterated by RG.

Lawrence Shackman (LSh) noted that a tunnel built for water as part of a hydroelectric scheme is significantly different to one required for people / traffic.

6) Summary and date of next meeting

FH thanked everyone for their attendance and contributions, noting a number of actions have been taken.

FH noted that in future, Taskforce meetings may be split into two with a specific item on the Rest and Be Thankful major project which she would Chair, and an item on wider A83 operational issues which would be led by the Road operator and Transport officials.

FH outlined that the minutes will be circulated to Taskforce members.

Next meeting is suggested to take place in January 2025, and invited opinions on whether this should be an in-person meeting or virtual, to be submitted via email.

Action 6: Taskforce Members to indicate their preference for an in person or virtual meeting for the January 2025 Taskforce meeting.

FH confirmed that she looks forward to continuing to engage on this very important project.

Summary of actions

Action 1: TS / BEAR to share the outcomes of the ongoing investigation into why there is still movement on the hillside in recent days.

Action 2: BEAR to investigate what improvements can be made to communicating / preparing for unplanned events requiring the use of the long diversion or the OMR to mobilise, including the reintroduction of electronic signage.

Action 3: MR to investigate potential alternative comms methodologies to ensure road users are made aware of any closures.

Action 4: BEAR Scotland to ensure the electronic signage at Inveraray is operational and is updated regularly.

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Action 6: Taskforce Members to indicate their preference for an in person or virtual meeting for the January 2025 Taskforce meeting.

Annex A – BEAR Scotland slides.



The slide features a white background with a blue geometric pattern of overlapping lines on the left and right sides. In the top right corner, there is a logo for Transport Scotland, which includes a blue square with white lines and the text 'TRANSPORT SCOTLAND' and 'COMHDHAIL ALBA' below it. The main text is centered and reads: 'A83 Taskforce' in a large blue font, followed by 'Meeting No. 27' in a slightly smaller blue font. A horizontal blue line is positioned below the meeting number. Underneath the line, the text 'Microsoft Teams' and '19 September 2024' is displayed in blue. At the bottom, the name 'Eddie Ross' and the title 'NW Scheme Manager' are listed in blue.

A83 Taskforce
Meeting No. 27

Microsoft Teams
19 September 2024

Eddie Ross
NW Scheme Manager

A83 Taskforce

Meeting Number 27

Microsoft Teams

19 September 2024

Eddie Ross

NW Scheme Manager

A83 Taskforce



Presentation Overview

- On-going hillside monitoring
- A83 Rest and be Thankful Landslide Event 15 Sept
- A83 Rest and Be Thankful - Debris Fence
- Communications
- Forestry and Land Scotland tree planting works
- Old Military Road
- A83 Aray Bridge
- Wider A83 / A82 works programme



A83 Taskforce

Presentation Overview

- Ongoing hillside monitoring regime
- A83 Rest and Be Thankful Landslide Event 15 September
- A83 Rest and Be Thankful – Debris Fence
- Communications
- Forestry and Land Scotland tree planting works
- Old Military Road
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A83 Taskforce

Hillside Monitoring Regime



Daily management of the route is continuing behind the scenes, to ensure it is safe for road users.



Daily

- Remote weather station monitoring
- Expert weather forecasting
- Ground saturation estimates
- Remote timelapse photography
- Daily decision-making on use of A83 or OMR
- Additional site monitoring resources

2 Weekly (depending on weather, more frequently)

- Site team observations on hillside condition and watercourse flows
- Hillside movement surveys & observations.

A83 Taskforce

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A83 Taskforce



A83 Rest and be Thankful Landslide 15 September 2024

- Over-saturation of an area of hillside triggered a 500 Tonne landslide.
- Intercepted by debris fences and catchpits.
- A83 immediately closed as a safety precaution. Prompt mobilisation of the Old Military Road minimised the use of the longer diversion route and ensured that Argyll and Bute remains open for business.



A83 Taskforce

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15 September 2024

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A83 Taskforce



A83 Rest and be Thankful Landslide 15 September 2024

- Immediate clean-up operations completed, regaining capacity in the debris pit.
- Traffic returned to A83 on Tuesday 17th September under convoy control.



A83 Taskforce

A83 Rest and Be Thankful Landslide

15 September 2024

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- Traffic returned to A83 on Tuesday 17th September under convoy.

A83 Taskforce



A83 Rest and be Thankful Landslide 18 September 2024

- Continued movement and natural process, cleaning out of debris in the channel, continued after the event and was contained in the fences and pits.
- During the evening of 18 September the landslide source area extended bringing large boulders into the channel with concern of their potential to impact the A83.
- In darkness, traffic diverted onto the long diversion until the OMR was mobilised at daybreak with the safe removal of livestock.
- The continued saturation of the landslip source area in dry weather is being investigated to consider a solution.
- Traffic will remain on the OMR through into next week when heavy rain is forecast and reviewed thereafter.

A83 Taskforce

A83 Rest and Be Thankful Landslide

18 September 2024

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A83 Taskforce



A83 Rest and be Thankful - 3A/B Debris Fence

- Prep work underway for new debris fence above 3A / 3B Channel
- Drilling probe holes completed
- New access steps installed on slope
- Works will now be combined with long term solution ground investigation



A83 Taskforce

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A83 Taskforce

Communications

Use of OMR

- Emphasis moved to OPEN via OMR in releases and interviews
- Picked up by BBC,STV and local press

Landslide on 15th September

- Good use of images



A83 traffic rerouted due to heavy rain risk overnight

25th August
TRAFFIC



The A83 will be closed to traffic (Image: Newsquest)

By Adam Lyon
Multimedia Journalist

Share

A83 reopens after heavy rain triggers 500 tonne landslide



BEAR SCOTLAND

This photo shows a considerable volume of debris caught in the fences and pits

15 September 2024

The A83 Rest and Be Thankful in Argyll has reopened with a diversion after heavy rainfall overnight triggered a 500-tonne landslide.

A83 Taskforce

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A83 Taskforce



Old Military Road – New Link Road (Medium Term Solution)

- New link road commissioned and utilised
- Addresses previous flooding issues
- Adds resilience to the Old Military Road



A83 Taskforce

Old Military Road (Medium Term Solution)

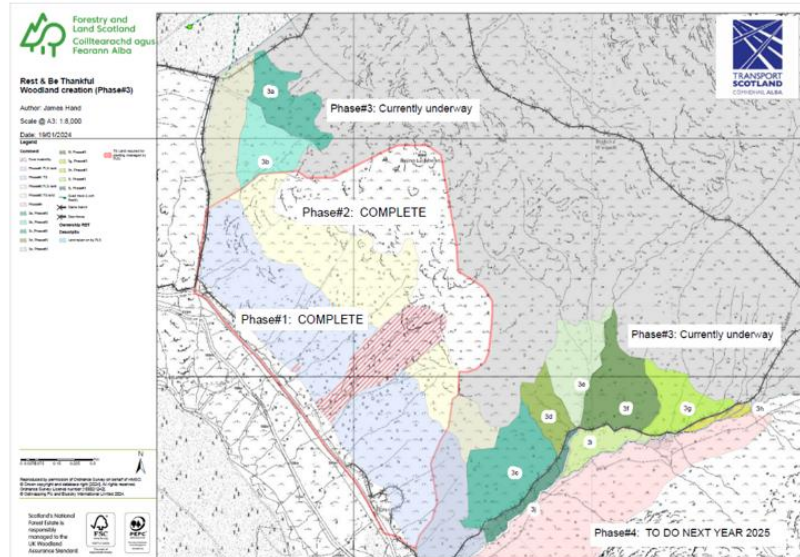
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A83 Taskforce



Forestry and Land Scotland – Tree planting works

- Phase's 1 & 2 complete.
- Phase 3 is ongoing.
- Phase 4 to commence in 2025.



A83 Taskforce

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A83 Taskforce



A83 Aray Bridge

- Works began on 6 September for approximately six weeks
- Works involve masonry repairs to the bridge parapet following damage caused by a vehicle collision, as well as final reinstatement of the stone pitching on the riverbed following storm damage on Oct 2023.



A83 Taskforce

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A83 Taskforce



Wider A83 / A82 (South) Programme

- Total **A83** investment since May Taskforce ~ £2.68M
 - £3M of further A83 investment planned for 2024/25 FY
- Total **A82** (Tyndrum to Balloch) investment since January Taskforce ~ £270k
 - £1.3M of further A82 investment planned for 2024/25 FY

A83 Taskforce

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A83 Taskforce



**Thank You
&
Any Questions**

A83 Taskforce

Thank You and Any Questions

Annex B – AtkinsRealis WSP Joint Venture Presentation



A83 Rest and Be Thankful

**Task Force No.27
19 September 2024**

Rory Gunn (AWJV)



A83 Rest and Be Thankful

Task Force No.27

19 September 2024

Rory Gunn (AWJV)

LTS Design Development



Key Areas of progress:

- Fix A83 carriageway alignment and B828 Glen Mhor local road junction
- Refinement of the geotechnical aspects of the design, including further geohazard and rock-fall modelling
- Operational, fire and smoke assessments nearing conclusion
- Development of the debris flow shelter and protection wall
- Construction methodology
- Consideration of the proposals for the Rest and Be Thankful Car Park and Viewpoint
- **Environmental Impact Assessment being concluded**
- **Preparation of draft road Orders**
- **Remain on programme to publish draft Orders late 2024**



AtkinsRéalis wsp

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2024 Look Ahead



MEDIUM TERM SOLUTION

Fences above A83

- Conclude Debris / Rockfall modelling
- Conclude performance specification
- Initiate procurement exercise

Remainder of Phase 2/3

- Design now fixed
- Aim to publish EIAR and draft Orders end of 2024

LONG TERM SOLUTION

- Conclude constructability assessment
- Conclude Biodiversity Net Gain/ Natural Capital assessment work
- Value for money review to refine cost estimates
- Conclude Engineering, Environmental and Traffic & Economic Assessments
- Continue Ground Investigation Fieldwork
- Aim to publish EIAR and draft Orders end of 2024

STATUTORY PROCESS



2024 Look Ahead

Medium Term Solution:

Fences above A83

- Conclude Debris / Rockfall modelling
- Conclude performance specification
- Initiate procurement exercise

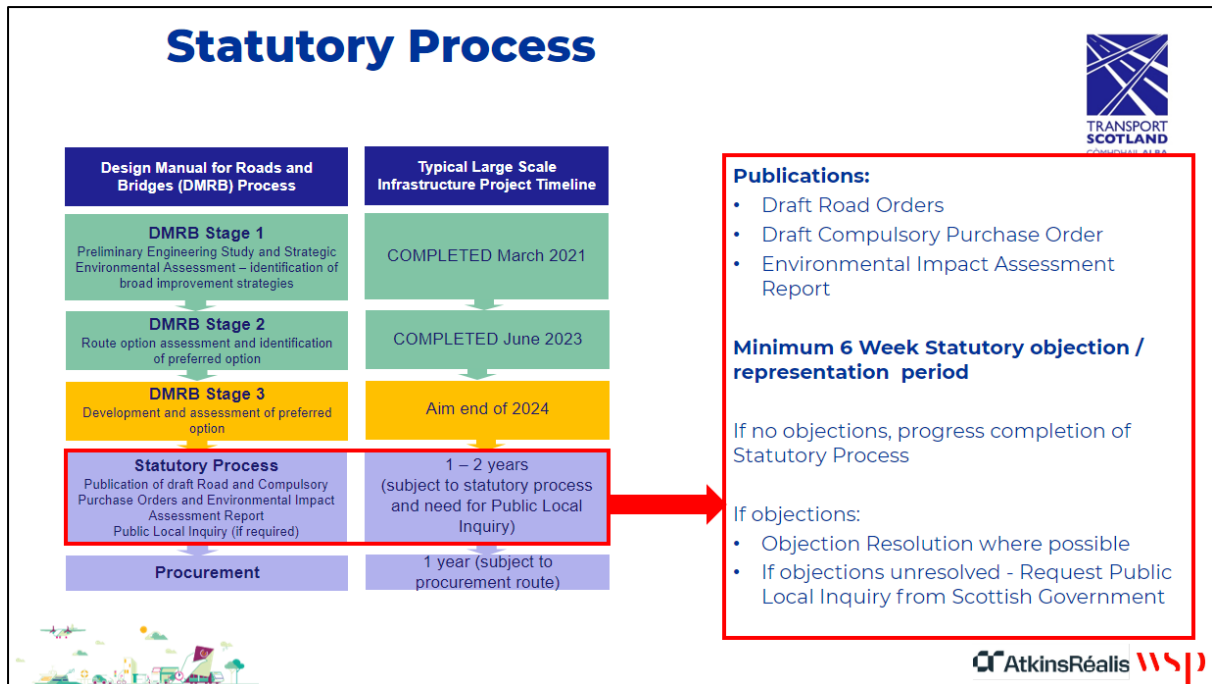
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Long Term Solution:

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- Conclude Engineering, Environmental and Traffic & Economic Assessments
- Continue Ground Investigation Fieldwork
- Aim to publish EIAR and draft Orders end of 2024

Statutory Process



Statutory Process

Table showing Design Manual for Roads and Bridges (DMRB) Process and Typical Large Scale Infrastructure Project Timeline.

- DMRB Stage 1 (Preliminary Engineering Study and Strategic Environmental Assessment – identification of broad improvement strategies) – Completed March 2021.
- DMRB Stage 2 (Route option assessment and identification of preferred option) – Completed June 2023.
- DMRB Stage 3 (Development and assessment of preferred option) – Aim end of 2024.
- Statutory Process (Publication of draft Road and Compulsory Purchase Orders and Environmental Impact Assessment Report; Public Local Inquiry (if required)) - 1 to 2 years (subject to statutory process and need for Public Local Inquiry).
 - Publications:
 - Draft Road Orders.
 - Draft Compulsory Purchase Order.
 - Environmental Impact Assessment Report.
 - Minimum 6 Week Statutory objection / representation period.
 - If no objections, progress completion of Statutory Process.
 - If objections:
 - Objection Resolution where possible.
 - If objections unresolved - Request Public Local Inquiry from Scottish Government.
- Procurement – 1 year (subject to procurement route).

Ground Investigations



Medium Term Solution Phases 2/3

- Groundworks nearing completion in coming weeks

Long Term Solution

- Tender awarded to Structural Soils Ltd
- Groundworks commencing in coming weeks
- 16 week groundwork period (subject to weather)
- Majority of works on slopes above the A83
- Some locations immediately below A83
- This will require traffic management and single lane closures, likely over longer extents than currently experienced at present



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