

Minutes of the 25th A83 Taskforce Meeting
24 January 2024, 10:00 – 11:30am
Microsoft Teams virtual meeting

Attendees

Fiona Hyslop MSP (FH) - Minister for Transport
Joanna MacKinnon (JMack) – Deputy Private Secretary to the Minister for Transport

Gemma Corbett (GC) - Jackie Baillie MSP's office
Tracy Carmichael (TC) - Jackie Baillie MSP's office
Keir Low (KL) - Constituency Assistant for Jenni Minto MSP

Cllr Robin Currie (RC) - Argyll & Bute Council
Cllr William Sinclair (WS) - Argyll & Bute Council
Cllr Andrew Kain (AK) - Argyll & Bute Council
Cllr Dougie Philand (DP) - Argyll & Bute Council
Cllr Maurice Corry (MC) - Argyll & Bute Council
Jim Smith (JS) - Argyll & Bute Council

Lawrence Shackman (LS) - Transport Scotland
Gordon Ramsay (GR) - Transport Scotland
Gavin Dyet (GD) - Transport Scotland
Konstantina Bimpou (KB) - Transport Scotland
Tanja Waaser (TW) - Transport Scotland
Ciaran Nairn (CN) - Transport Scotland
Stuart Moffat (SM) - Transport Scotland
Duncan Hamilton (DH) - Atkins WSP Joint Venture (AWJV)
Rory Gunn (RG) - AWJV
Chris Southwell - AWJV
Caroline Trainer - AWJV
Ged Mitchell (GM) - BEAR Scotland
Mike Baxter (MB) - BEAR Scotland

John Gurr (JG) – Rest and Be Thankful (RaBT) Campaign Group
Gordon Ross (GRoss) - Western Ferries
Lauren Worrell (LW) - NFU Scotland
Martin Reid (MR) - Road Haulage Association
Jane MacLeod (JMc) - Mid Argyll Chamber of Commerce
Peter McKerral (PMc) - Peter McKerral & Co
Alan Bell (AB) - Loch Lomond and the Trossachs National Park
Morag Goodfellow (MG) - Highlands and Islands Enterprise
Nicholas Sobey (NS) - Highlands and Islands Enterprise
John Hair (JH) - Forestry and Land Scotland
Ranald Robertson (RR) - HITRANS
Kirsty Robb (KR) - Argyll Timber Transport Group
Adrian Curtis (AC) - Cairndow Community Council
Jonas Keat (JK) – Logistics UK

Apologies

Arian Burgess MSP – Scottish Parliament
Edward Mountain MSP – Scottish Parliament
John Cameron MSP – Scottish Parliament
Pippa Milne – Argyll & Bute Council
Jim Lynch – Argyll & Bute Council
Jonny Moran – Transport Scotland
Martin Bell – Road Haulage
Gordon Watson - Loch Lomond and Trossachs National Park

Agenda

1. Welcome
2. Actions from previous meeting
3. BEAR Scotland update on mitigation and current conditions of the hillside
4. Update on progress of medium and long-term solutions
5. General discussion and AOB
6. Summary, date of next meeting and actions

1. Welcome extended to all attendees from the Minister for Transport

The Minister for Transport, Fiona Hyslop MSP (FH), welcomed everyone to the 25th meeting of the A83 Taskforce.

FH noted that she would have liked to have met the Taskforce face-to-face in Arrochar as originally planned. However, due to the amber weather warning in place, it was more appropriate and safer to hold a virtual meeting.

FH informed the group that there continues to be positive engagement through the Taskforce, and reaffirmed the Scottish Government's commitment to keep Argyll & Bute open for business.

FH outlined that the preferred route option for the long-term permanent solution was announced in June last year and the next step of the detailed design of the preferred route is progressing at pace, with draft Orders targeted to be published by the end of this year. Progress thereafter will depend on any representations received, including any objections, to the published draft Orders.

FH reassured the group that the delivery of the permanent long-term solution (LTS) is a priority and we will continue to seek ways to achieve this as quickly as possible.

FH added that at the same time improvements to the medium-term solution (MTS) at the Old Military Road (OMR) will be delivered which includes phase one – the realignment of the southern end of the route. This commenced on site in December and work is ongoing at present. It is expected that the remainder of the MTS works will be carried out on a phased basis.

FH also confirmed that significant ground investigations for both the MTS and LTS will be commencing shortly. The information obtained from these essential works will inform the ongoing design work.

FH reflected on the previous Taskforce, noting how helpful it had been to hear from BEAR Scotland with respect to the alert levels on the A83 at the time and

immediately prior to the storm that arrived the following day which resulted in landslides on the A83 and wider impacts to transportation across Scotland.

FH added that she is keen to hear views and receive feedback from Taskforce members on matters discussed and there will be an opportunity to do so following each of the presentations.

2. Actions from previous meeting (Taskforce No. 24)

FH discussed the actions from the previous Taskforce meeting:

- **Action 1 – how will we plan for better communication to inform businesses of upcoming works, what alternative routes are available, who the key stakeholders are and how we mobilise this information?**
 - GR informed the group that Transport Scotland and BEAR Scotland met with their respective communications team to discuss what lines of communication to the public is currently available and if this can be improved. GR added that there is a slide included in the presentation which covers communications in detail, and this will be shared and discussed later in the meeting.

- **Action 2 – Transport Scotland to look at ways to counteract misinformation on social media.**
 - GR confirmed that this action was also discussed with the communications team and found that it is very difficult to control information/posts on social media. GR added that the focus for TS was to ensure that the correct information is available and direct people to that to ensure a true source of information. FH acknowledged that if TS are proactive, comprehensive and prompt in all communications, directing people to a trusted source of information will be helpful. FH added that this approach also applies to the Taskforce as a group.

3. BEAR Scotland update from Ged Mitchell

GM presented slides which included an update on the ongoing hillside monitoring regime, planned improvements at Glen Kinglas, emergency protection works at Aray Bridge, Forestry and Land Scotland planting works and the wider A83/A82 programme.

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

FH thanked GM for his presentation which provided a valuable update to confirm the efforts to ensure the A83 remained open. FH thanked all the operators for their efforts in Storm Babet, in tough conditions, and the continued work even now to keep traffic moving on the A83. FH added that Argyll & Bute Council's role in the Local Resilience Partnership was considerable and recognised how difficult and challenging it was at that time. She asked those on the call to accept her thanks for their considerable efforts at that time, noting that we are still dealing with the consequences.

FH asked the group if they had any questions for GM.

- RC noted at the time of the storm, Argyll effectively became another island due to the impact on roads and other transport infrastructure. However, he highlighted to the group that a lot of work was done and thanks is due to the people involved. He added that there are positives from the work already done at the RaBT as a lot of landslide material has been captured by the bunds and catchpits which have been installed, for which he was grateful, reiterating that a good job has been done.

FH and GM thanked RC for his feedback.

- JG echoed the comments from RC noting that it was the quickest response he had seen to clear material from the RaBT and Glen Kinglas in a great effort. He added that he would also like to recognise the efforts of Argyll & Bute Council as there were 33 landslides in Argyll that same weekend. He highlighted that this was the week before Storm Babet. The council cleared a lot of material from the A816 and built three bridges and a new road in approximately two months which is a fantastic achievement.

FH acknowledged the work that the council had undertaken and that this is a stern reminder of what we are dealing with presently, and in the future. FH added that the mitigation work has been proven. The work of BEAR Scotland and the council was considerable and needed to be recognised.

- AB enquired about potential landslip risk across the whole A83 route, not just in Glen Croe, and whether there is currently a monitoring assessment protocol in place to give foresight of potential future landslips across the wider A83 corridor and allow mitigation to be put in place.

GM confirmed that BEAR Scotland is carrying out a geomorphology assessment at Glen Kinglas in response to the events that occurred on 7 October.

With respect to the wider route and trunk road network, TW noted that the Scottish landslide management and action plan was published in 2008 and identified a number of areas along the trunk road network. The A83 is part of this, with the RaBT identified as the highest risk with Glen Kinglas and Cairndow all forming part of the annual monitoring programme. Following the landslide at Glen Kinglas this has now been moved into a higher priority level which includes a wider hillside assessment and geomorphology studies as noted by GM.

FH informed the Taskforce that she had recently met with academics that are working on wireless and satellite water saturation monitoring, at an event where universities come together to use their innovation and technology to help. FH added that with climate change being an ongoing issue, the need to use all expertise and the academic capability to help in this area will be important going forward.

Action – Transport Scotland to consider an agenda item on water saturation at a future Taskforce meeting.

4. Medium and long-term solution update

RG from AWJV provided an update on the upcoming ground investigation work, the medium and long-term solutions, the RaBT car park and ongoing consultation.

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

RG concluded his update before passing to GR to provide an update on communications.

GR informed the group that colleagues from Transport Scotland and BEAR Scotland have met to discuss communications and establish the official media outlets in terms of what type of information is provided and by which means, confirming that there is a lot of information in the public domain. In relation to the ongoing project for MTS and LTS, GR confirmed that the Transport Scotland website contains information on the project, as does the A83 Story Map which is updated regularly with the latest project news. He added that Transport Scotland also publish updates via Facebook and X (formerly known as Twitter). In relation to the current status of A83 there's a lot of information which is up to date and published daily on these websites as well as information published by Traffic Scotland and BEAR Scotland via their social media channels. A stakeholder email is also issued daily regarding the current status of the road and any upcoming works.

GR added that updates are also provided to the press and media and is aware that there has been concerns raised by the Taskforce about certain media outlets reporting that the road is closed when in fact it is open, with traffic diverted to the OMR. GR acknowledged that this can be frustrating for all concerned. When this has occurred, colleagues in BEAR Scotland have sought to correct the media outlets. In terms of media and press outlets, detailed updates are provided by Transport Scotland and BEAR Scotland that are factually correct and are supplemented by real-time and social media updates such as "A83 traffic is diverted via the OMR and Argyll and Bute remains very much open for business".

GR noted that Argyll and Bute Council also provide updates via their Facebook and X accounts, communicating a lot of information frequently. He added that he is aware that communications are regularly raised at the Taskforce and TS would like to know from the group what they think are the key issues, what information is missing or difficult to find and what the Taskforce thinks improvements might look like?

5. General discussion and AOB

FH moved to discussion points, requesting comment on the progress of the design of the MTS and LTS, feedback on the emerging design of the car park, and feedback on communications.

FH noted that this is a collective Taskforce and for communications in particular, we need all partners to direct people to the correct channels noted.

FH suggested that the daily stakeholder list for updates on the A83 could perhaps be used periodically when there is a significant milestone on the A83 Story Map, again directing people back to the A83 Story Map for the latest news.

- GRoss commented that A83 communications are very good, robust and comprehensive. GRoss noted that at Western Ferries they have a website and social media channels that provide up-to-date information on services etc. He added that there is a responsibility to provide this information but equally there is a responsibility for those who use the roads, ferries, trains or bus services to plan their journeys using the information available to travel.

FH added that with the continued stormy and wet weather, people should check before they travel. This will be pertinent when construction works for both the MTS and LTS commence. FH added that communications during construction will be considered further by colleagues in Transport Scotland and asked if the council and other partners could help with this in their communications when the project gets to this stage.

- JMc agreed that the communications have improved substantially and the information from BEAR Scotland is excellent. JMc confirmed that she receives the stakeholder email regularly and has a large mailing list which she passes it on to. JMc noted the ongoing challenge with certain media outlets indicating closures when in fact the OMR is in operation. Transport Scotland and BEAR Scotland to continue raising this with the media outlets.

GM noted that BEAR Scotland have and will continue to endeavour to ask that media outlets improve their messaging.

Action - Transport Scotland and BEAR Scotland to specifically raise the matter of correct messaging with the relevant media outlet(s).

JMc confirmed that BEAR Scotland are very helpful and always provide a quick response. In relation to the emerging car park layout, she asked if visitor parking spaces could be increased and also queried if there had been engagement with bus operators, City Link and West Coast Motors.

Action - Transport Scotland / AWJV to consult with bus operators and other key stakeholders regarding the design development of the bus turning area.

- LW noted that the updates on ongoing work are appreciated and asked if there was any update on when the initial work will be completed and when the work will commence on the debris flow shelter. She also asked if there are estimated timescales for use of the OMR while the debris flow shelter is being constructed.

GR confirmed that it was difficult to put a timescale on when the construction would start in terms of the LTS at this stage. He explained that Transport Scotland and AWJV are currently undertaking the Design Manual for Roads and Bridges (DMRB) Stage 3 which is the detailed design and assessment of the preferred option and are aiming to conclude this and publish draft Orders and the Environmental Impact Assessment Report at the end of the year. Thereafter GR explained that the programme depends on whether any objections are received. If there are objections to the scheme which are unable to be resolved it may result in a Public Local Inquiry being held which could add potentially 12 to 18 months onto the programme for the scheme. He added that Transport Scotland has previously presented a slide which gives the indicative timescales for each stage of the development of a typical trunk road scheme and these are published on the Transport Scotland website.

- LW requested details of the upcoming engagement events and confirmed that she would share the details with their members to encourage engagement. She also asked if there were any online sessions being held.

GR advised that venues and dates are still to be confirmed. Once confirmed the information will be shared with Taskforce members. He added that the events will be available virtually and in person and there will be a feedback form available for people to complete as well as an online version, similar to the approach taken for the preferred route exhibitions in spring 2023.

Action – Transport Scotland to share details of upcoming engagement events with Taskforce members to help promote the details of these events with their networks (details to be provided in due course).

- JG noted that in October 2023, the Taskforce discussed how long users of the A83 would be on the single-track (OMR) road during construction. He added that when the preferred option was announced it looked like this would be the case for three years which he does not consider suitable for running Argyll and Bute. He added that he had hoped that he would get to know how long that period of disruption would be and asked if this had been confirmed. JG requested that the Taskforce be informed of this as soon as possible rather than waiting until the (DMRB Stage 3) report is published because if there is limited access there might be more people objecting at that late stage instead of trying to work with the Taskforce to consider options.
- JG confirmed he would also like to know if there is a way of ensuring two-way traffic operation during construction of the LTS and can this be communicated before the final report is produced.
- JG asked, in relation to the previous comment on a separate Taskforce session regarding water saturation, if tidal ingress on the road throughout its length could be included as it is a concern for a lot of people. He added that at the weekend the water was over the Inverary Bridge and at Ardrishaig. He highlighted that the information would help understand the climate change impacts and the rising sea levels on the road.

FH requested that Transport Scotland consider the wider area to give overall context.

GR informed the group that unfortunately there is no immediate answer regarding traffic management during construction as this work is ongoing. However, as the project requires construction of a debris flow shelter on the line of the existing road, temporary traffic management will be needed and it is likely that traffic will be diverted onto the OMR for significant periods during construction. GR added that it would be difficult to say exactly what those periods would be until the work is further developed but constructability of the preferred route and how disruption can be minimised is a key consideration of the ongoing design and assessment work. Transport Scotland appreciate the views of the local community and the Taskforce regarding this matter.

GR added that whilst Transport Scotland and AWJV will make a best estimate for the purposes of assessment, when a contractor is appointed they may consider alternative or new innovative methods of construction. He added that the DMRB

Stage 2 assessment did take account of the constructability constraints of the preferred route in the overall assessment of options. In terms of the journey timescales GR stressed that the OMR will not be the OMR as it is at present, noting Transport Scotland are extending the two-way working as part of the MTS to reduce the length of the convoy operation at the northern end, therefore journey times will not be the same as those experienced at the moment.

FH reiterated the comments of JG in relation to knowing information ahead of time to help avoid future objections acknowledging that Transport Scotland is unable to give definitive dates at this time. FH added that the Taskforce needs to think collectively on the mitigating measures that can be put in place to try and avoid objections.

- JG asked if in the next two to three months Transport Scotland could provide information regarding the buildability, is it traffic lights or two-way traffic on OMR, how much traffic on single lane and if it is a three-month closure as opposed to a three-year closure then people can at least understand the impacts better.
- JG noted that the Taskforce was originally set up to look at the A83 in its entirety with the major section of focus being the RaBT and added that there are other elements such as Glen Kinglas worth thinking about.

FH acknowledged that more information in relation to single lane and convoy operation would be helpful for people to understand.

Action - Transport Scotland / AWJV to update the Taskforce on traffic operation and disruption during construction at the next meeting.

Action – Taskforce members to help shape the agenda content going forward by sending a note sufficiently in advance of the meetings for particular topics / agenda items they wish to be covered.

- With respect to earlier comments on media and communications, GRoss highlighted that when there is an issue with the main road, the road is open, and for media outlets to say it is closed is incorrect, giving similar comparison to the M8 where there may be a lane closed but the road is still open.

FH acknowledged that Transport Scotland will make sure that media outlets hear that message clearly. Transport Scotland will look at improving the messaging especially on the Intelligent Transport System (ITS) boards and how people use the road and will update the group accordingly.

- GRoss noted that “roadworks” would be a well-used term.

FH confirmed that Transport Scotland give further consideration to the approach to messaging on access to the A83 noting the suggestion that “roadworks” may be a useful phrase.

- RC provided feedback regarding the car park and viewpoint noting that adding toilets as part of the community benefits should be a consideration. He added that the car park is a popular area for people to stop and eat there and a small block of toilets might be a good addition.

Action - Transport Scotland and AWJV to give consideration to toilets at the car park when developing the design.

FH noted a comment in the meeting chat regarding information on the regional marine plan and sea levels in the area.

FH added that partnership working and understanding of everyone's needs in terms of stakeholder engagement were paramount and hoped the lines of communication were there in between these meetings.

- MR asked why it took so long for the lorries that had recently overturned at the RaBT to be moved and to reopen the road.

MB confirmed that Police Scotland did not deem it safe enough during the high winds to be able to operate the crane which was required to remove the vehicles so that was the reason for the time it took to return the road to operation.

GM added that there has also been instances previously with trees blowing over and that they have to consider the workforce and their safety.

FH noted that it will be helpful for Police Scotland to communicate safety concerns to the Road Haulage Association directly.

- MR confirmed that they do have a lot of communication with Transport Scotland and Police Scotland.

FH reassured MR that there was engagement with the Road Haulage Association when the recent storms happened.

- WS raised the condition of the road surface in Arrochar and highlighted that there has been a significant number of reports of burst car tyres at this location. He asked when work on the condition of the road would commence?.

GM replied to say that the A83 in Arrochar is part of a schedule of recurring works and would be ranked along with all roads on the network to ensure interventions are prioritised and targeted across the network.

Action - BEAR Scotland to update WS with respect to any future maintenance works in Arrochar.

LS returned to earlier comments regarding disruption during construction of the LTS and confirmed that as part of any contract there are clauses in the contract which will seek to try to minimise disruption to users as much as possible.

LS confirmed in terms of timescales, engagement with the Taskforce and the wider public before publishing draft Orders for the LTS is essential. He added that this will help minimise objections to try and continue to progress at speed, reiterating that engagement is of key importance.

- GC thanked the group for the update and asked what signage will be installed at the car park. She added that it is a very popular car park with a lot of visitors.
- PMc raised the overturned lorries at the RaBT and understood that the road was closed for recovery. However, he highlighted that the overturned lorries were off the carriageway and would have caused no disruption to traffic. He added that the road was closed all of the next day with no attempt at recovery

and his vehicles were diverted round by Dalmally, Crianlarich and Tarbet which is a 90-mile detour for no reason.

FH confirmed that it was helpful to hear this feedback and that BEAR Scotland and Transport Scotland have regular contact with the emergency services and will provide this feedback to them. She added that she receives regular updates and did so on this situation.

FH highlighted two issues which included - the actual recovery of the vehicles and the safety in doing that and in the meantime should it or could it have been open.

Action - Transport Scotland and BEAR Scotland to review and give feedback to the Taskforce on the overturned vehicles in December 2023.

FH added that this is a challenging and difficult road for those that have to drive it on a regular basis and also those who work to repair and maintain it. FH asked that BEAR Scotland and colleagues receive thanks from the Taskforce for the considerable amount of work in challenging circumstances particularly over the October period.

6. Meeting Summary, date of next meeting and actions

FH confirmed that Taskforce members had received an update on the progress of the MTS and LTS, feedback on the mitigation and also the challenging circumstances after the recent storms in October 2023.

FH acknowledged that water saturation will continue to be an issue and that the Taskforce are interested in that and also water issues more widely.

FH referenced comments from LS regarding engagement on disruption during construction of the LTS. FH asked Transport Scotland to consider further how to limit the amount of single track and traffic management within the contract and how to communicate this through the next stages.

FH acknowledged that it needs to be made clear that the road is open whether it's through the OMR or as single lane operation with roadworks on the A83 and reiterate this to media outlets. In terms of communications, FH requested that everyone shares all official channels, particularly the A83 Story Map and asked members to sign up to the regular updates if they don't receive them already.

FH added that the next meeting will be held in May and in person if possible and asked for the groups' comments on this.

RC confirmed that it would be good to hold the meeting in person.

FH acknowledged this response and also noted that we would seek to provide a means for others to dial in if required, similar to the Lochgilphead meeting in October 2023.

FH thanked everyone for attending and contributing as well as those who gave presentations. She confirmed that minutes would be circulated to all Taskforce members.

Summary of Actions

- Action 1: Transport Scotland to consider an agenda item on water saturation for a future Taskforce meeting.**
- Action 2: Transport Scotland and BEAR Scotland to specifically raise the matter of correct messaging with the relevant media outlet(s).**
- Action 3: Transport Scotland / AWJV to consult with bus operators and other key stakeholders regarding the design development of the bus turning area.**
- Action 4: Transport Scotland to share details of upcoming engagement events with Taskforce members to help promote the details of these events with their networks (details to be provided in due course).**
- Action 5: Transport Scotland / AWJV to update the Taskforce on traffic operation and disruption during construction at the next meeting.**
- Action 6: Taskforce members to help shape the agenda content going forwards by sending a note sufficiently in advance of the meetings for particular topics / agenda items they wish to be covered.**
- Action 7: Transport Scotland and AWJV to give consideration to toilets at car park when developing the design.**
- Action 8: BEAR Scotland to update Cllr William Sinclair with respect to any future maintenance works in Arrochar.**
- Action 9: Transport Scotland and BEAR Scotland to review and give feedback to Taskforce on the overturned vehicles in December 2023.**

Annex A – BEAR Scotland Presentation

Slide 1 -



The slide features a central text area with a blue and white color scheme. The text is centered and reads: **A83 Taskforce**, **Meeting No. 25**, **24 January 2024**, **Ged Mitchell**, **Design Manager**, and **BEAR NW**. In the top right corner, there is a logo for Transport Scotland, which includes a stylized blue and white graphic of a road or bridge, the text 'TRANSPORT SCOTLAND', and the Gaelic text 'COMHDHAIL ALBA' below it. The background of the slide has faint, light blue geometric shapes that resemble road markings or architectural lines.

A83 Taskforce
Meeting No. 25
24 January 2024

Ged Mitchell
Design Manager
BEAR NW

A83 Taskforce



Presentation Overview

- Ongoing hillside monitoring regime
- October 23 landslides - A83 RabTh & Glen Kinglas
- Planned improvements - A83 Glen Kinglas
- Emergency works - A83 Aray Bridge
- Forestry and Land Scotland works
- Wider A83 / A82 works programme



Presentation Overview

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A83 Taskforce



Hillside Monitoring Regime

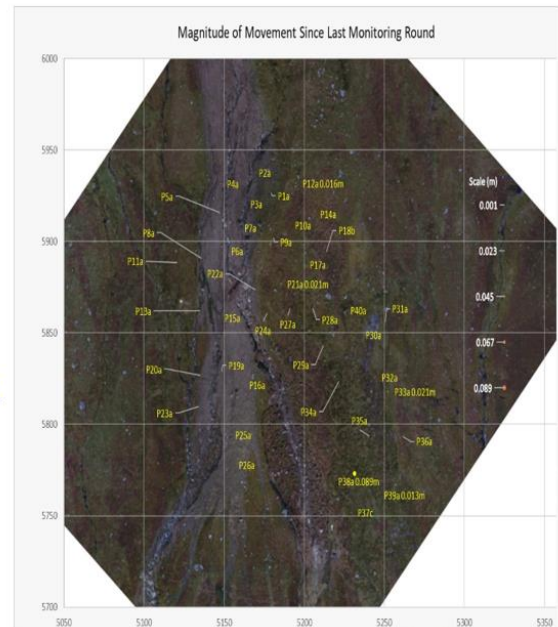
Daily management of the route is continuing behind the scenes, to ensure it is safe for road users. This includes:-

Daily

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

2 Weekly (depending on weather, more frequently)

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



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A83 Taskforce



October 2023 Landslides – A83 RabTh



Catchpit 1

A83 Traffic diverted onto Old Military Road on Friday 6th October following a review of weather forecast and hillside saturation levels, which indicated potential for landslides at RabTh.

The catch pits and fences stopped around 2,500 tonnes of debris and ensured that only a small amount reached the road at the RabTh.



Phase 7 fences

October 2023 Landslides – A83 RabTh

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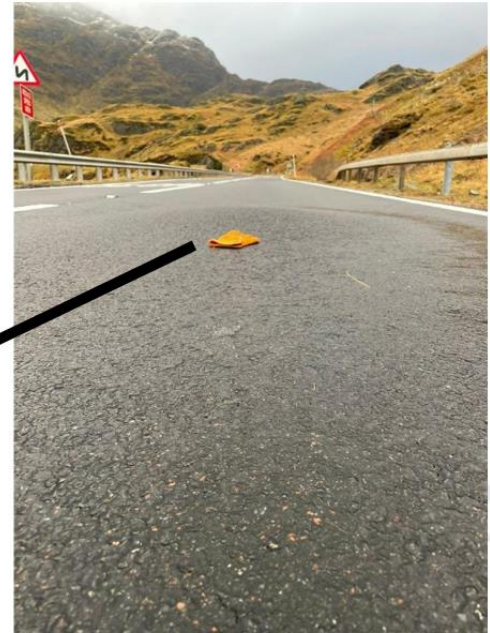
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A83 Taskforce



Temporary Traffic Lights – A83 RabTh

- Carriageway defect identified on Monday 22nd January adjacent to October 23 landslip.
- Potentially residual issue from landslip e.g. water ingress.
- A83 currently under Temporary Traffic Lights.
- Investigation and remedial works to be carried out when conditions permit.



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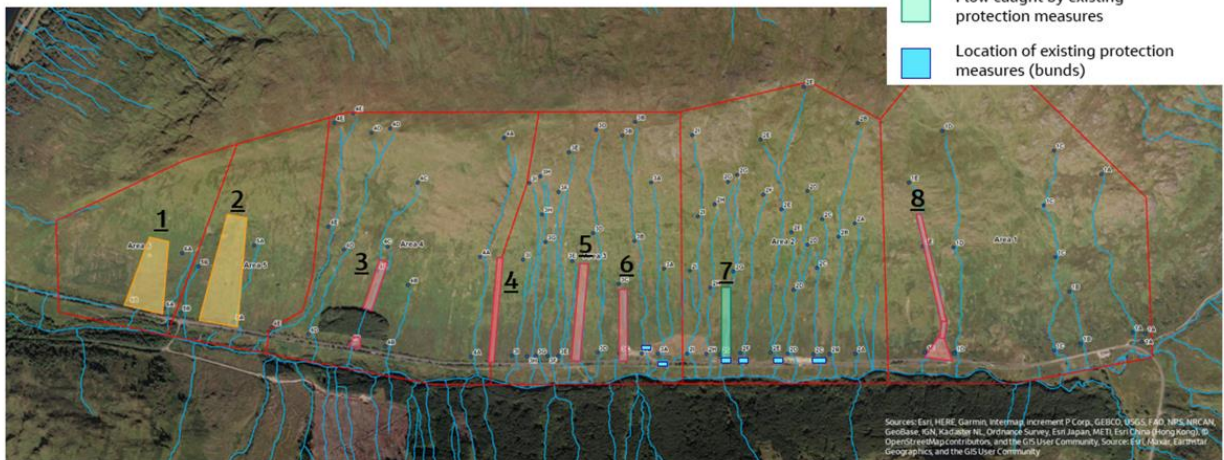
A83 Taskforce

October 2023 Landslides - A83 Glen Kinglas



Overview of landslides that reached the A83

- Open Hillside Failure
- Open Hillside Failure becoming Channelised debris flow
- Flow caught by existing protection measures
- Location of existing protection measures (bunds)



Note: Areas show the approximate areas/extents where the slips have reached the A83 and locations of current protection measures. A number of landslides arrested on the slopes above the A83

October 2023 Landslides - A83 Glen Kinglas

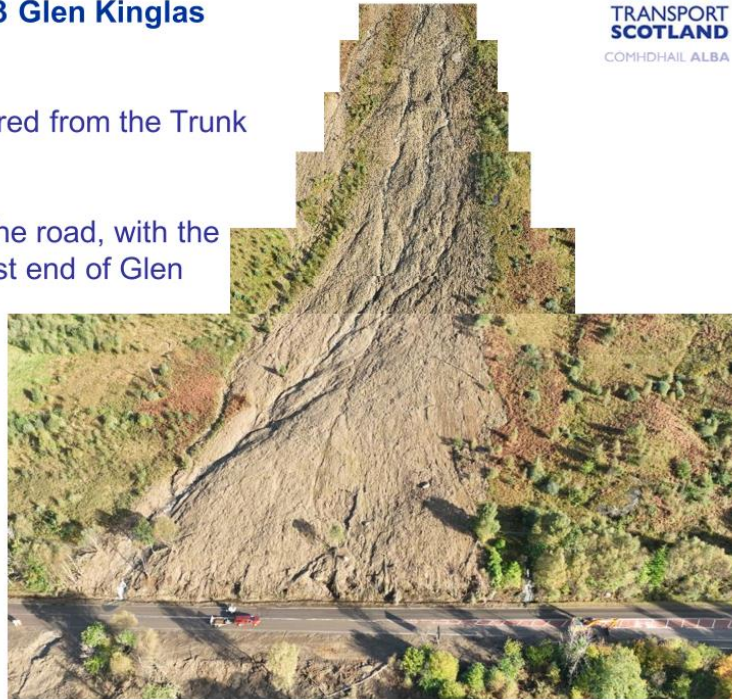
Overview of landslides that reached the A83

A83 Taskforce



October 2023 Landslides - A83 Glen Kinglas

- 12,000 tonnes of debris cleared from the Trunk Road.
- Seven landslides impacted the road, with the A83/A815 junction to the west end of Glen Kinglas badly affected.
- Rainfall totals of 160mm in a 36-hour period.
- Teams worked tirelessly in challenging conditions to reopen the A83 to all traffic.
- A83 reopened after 5 days.



Slip 1

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A83 Taskforce

October 2023 Landslides - A83 Glen Kinglas



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A83 Taskforce



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October 2023 Landslides - A83 Glen Kinglas

A83 Taskforce



October 2023 Landslides - resilience of wider Argyll & Bute area.

- Local Resilience Partnership was activated on 7th October.
- Series of multi-agency meetings held on 7th and then daily during following week.
- Meetings chaired by Police Scotland and attended by a wide range of partners e.g.,
 - Transport Scotland,
 - BEAR Scotland,
 - Argyll and Bute Council,
 - National Health Service,
 - emergency services, and
 - other transport mode partners.
- These meetings were crucial for (i) disseminating information relating to the numerous (simultaneous) emergency events across the region, (ii) raising awareness of the capability of partners to assist, and (iii) coordinating mutual aid and communications.

October 2023 Landslides - resilience of wider Argyll & Bute area.

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 - emergency services, and
 - other transport mode partners.
- These meetings were crucial for (i) disseminating information relating to the numerous (simultaneous) emergency events across the region, (ii) raising awareness of the capability of partners to assist, and (iii) coordinating mutual aid and communications.

A83 Taskforce



Planned Improvements – A83 Glen Kinglas

- 150m of temporary concrete safety barrier to be installed at A83 Kinglas in late Feb / early March 2024 (slip 8).
- Barrier will help prevent further material from slope reaching the road.
- Existing ditch being deepened and widened.
- Culverts being cleaned out to increase drainage capacity at this location.



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A83 Taskforce



Emergency Works – A83 Aray Bridge

- Phase 1: immediate protection works, backfilling a scoured area at the bridge apron and installing steel sheet piles to protect against further scour.
 - Works currently ongoing.
- Phase 2: permanent repair and replacement of the stone pitched apron under the full structure and permanent repair of the apron.
 - Work will start in early 2024 when appropriate design work is complete and environmental licenses are in place.



Emergency Works – A83 Aray Bridge

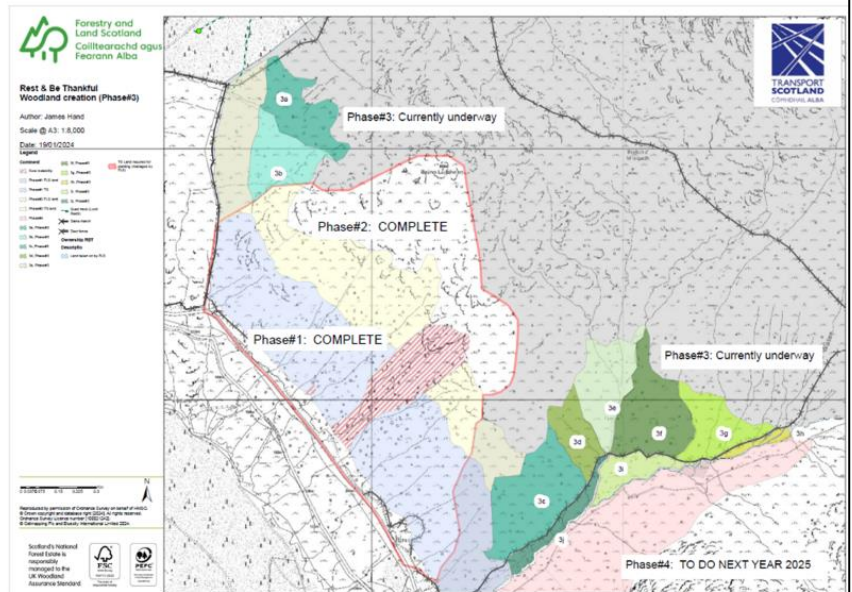
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A83 Taskforce



Current Works – Tree Planting – Forestry and Land Scotland

- Phase's 1 & 2 complete.
- Phase 3 is ongoing and due to be completed by Sept-Oct 2024.
- Phase 4 to be completed by May-June 2025.



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A83 Taskforce



Wider A83 / A82 (South) Programme

- Total A83 investment since October Taskforce ~ £2.31M
 - £2.91M of further A83 investment planned for remainder of 2023/24 FY
- Total A82 (Tyndrum to Balloch) investment since October Taskforce ~ £330K
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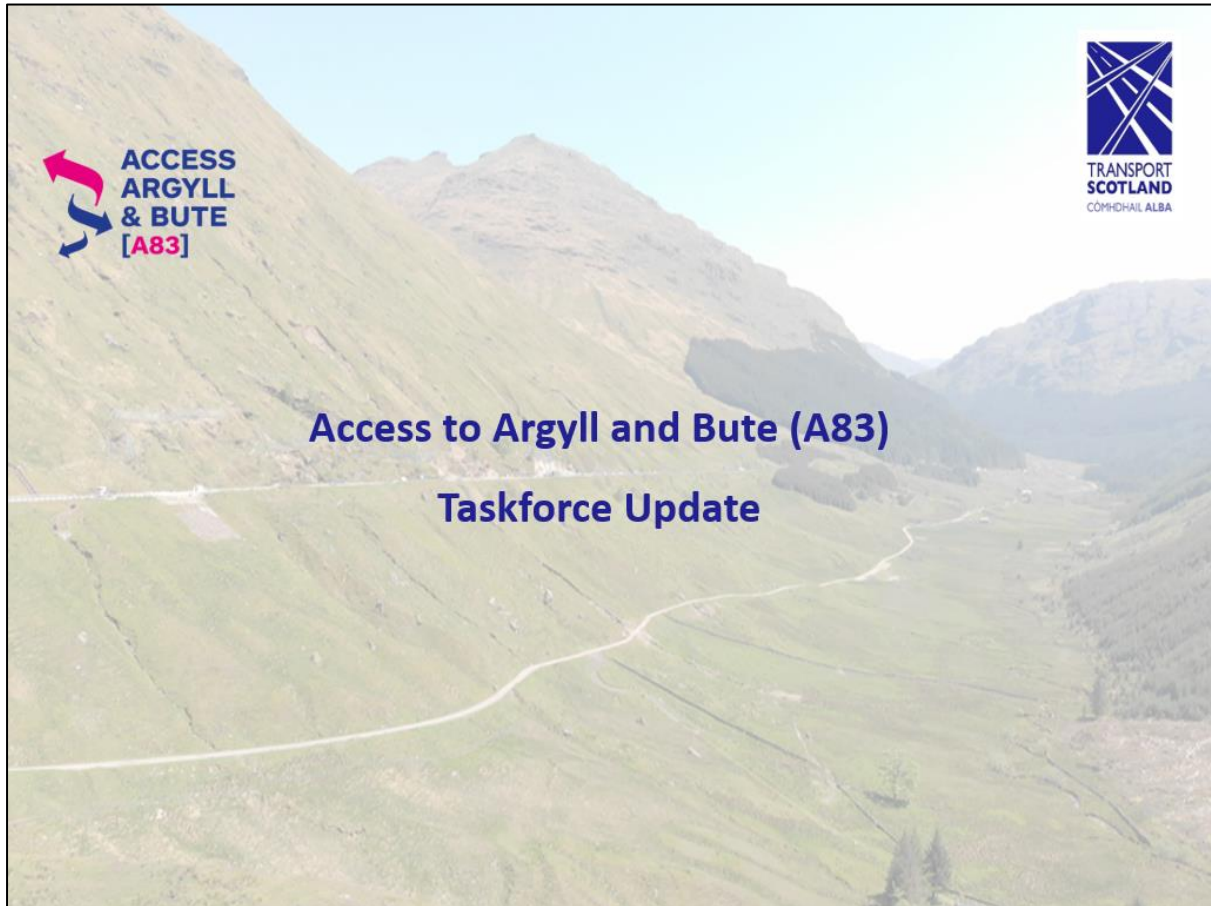


**Thank You
&
Any Questions**

Thank You & Any Questions

Annex B – Transport Scotland / AWJV Presentation

Slide 1 – Introduction



Access to Argyll and Bute (A83)

Taskforce Update

Slide 2 – Ground Investigations



ACCESS ARGYLL & BUTE [A83]

GROUND INVESTIGATIONS

TRANSPORT SCOTLAND COMHDHAL ALBA

Medium Term Solution Phase 1 – completed summer 2023

Medium Term Solution Phases 2/3

- Tender Competition commenced late 2023
- Groundworks commencing early Spring 2024
- Works predominantly below A83

Long term Solution

- Tender Competition commenced late 2023
- Groundworks commencing Spring 2024
- Works predominantly above A83

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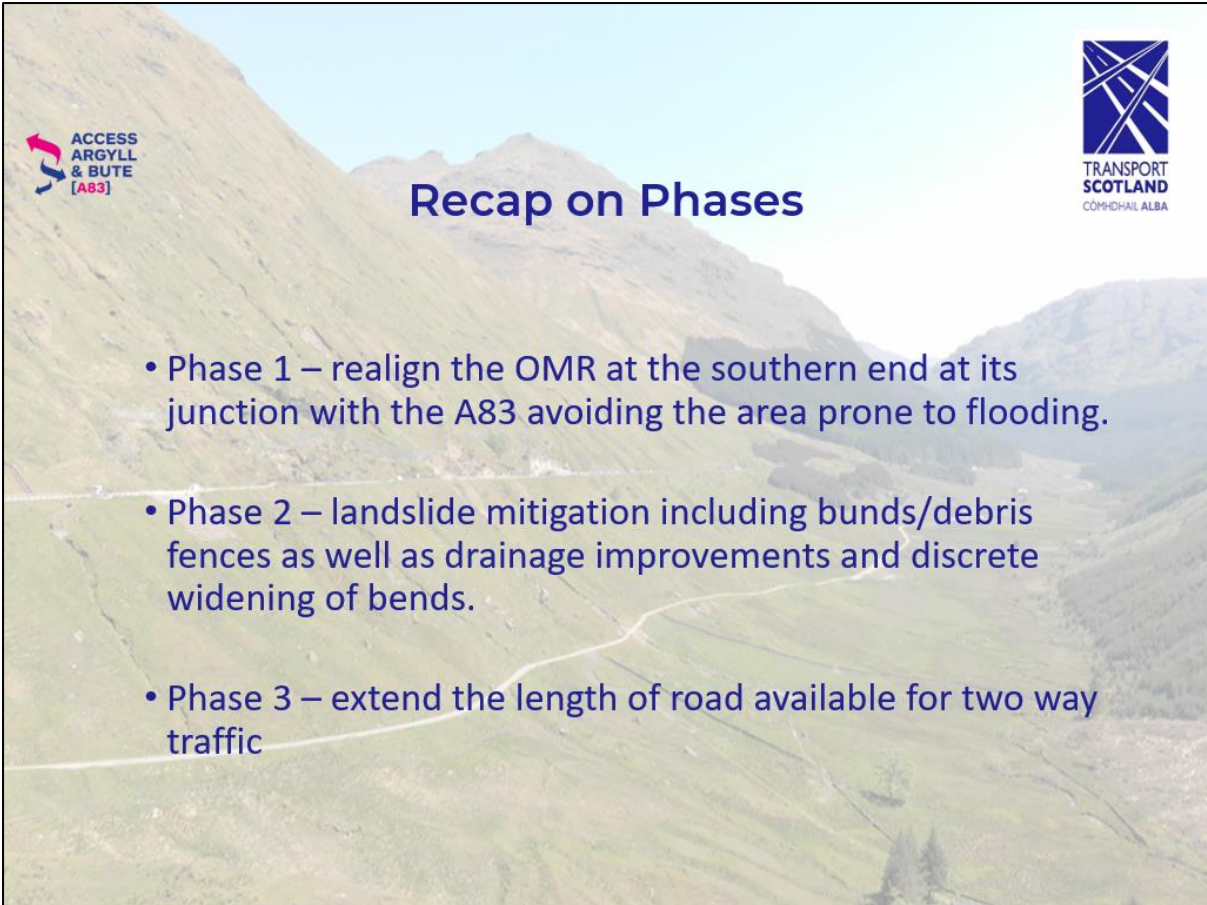
Long term Solution

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- Groundworks commencing Spring 2024
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To deliver a safer, proportionate and more resilient diversion along the Old Military Road until the permanent long-term solution is in place.

Slide 4 – Recap on Phases



ACCESS ARGYLL & BUTE [A83]

TRANSPORT SCOTLAND
COMHAIL ALBA

Recap on Phases

- Phase 1 – realign the OMR at the southern end at its junction with the A83 avoiding the area prone to flooding.
- Phase 2 – landslide mitigation including bunds/debris fences as well as drainage improvements and discrete widening of bends.
- Phase 3 – extend the length of road available for two way traffic

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Slide 5 – Phase 1 works

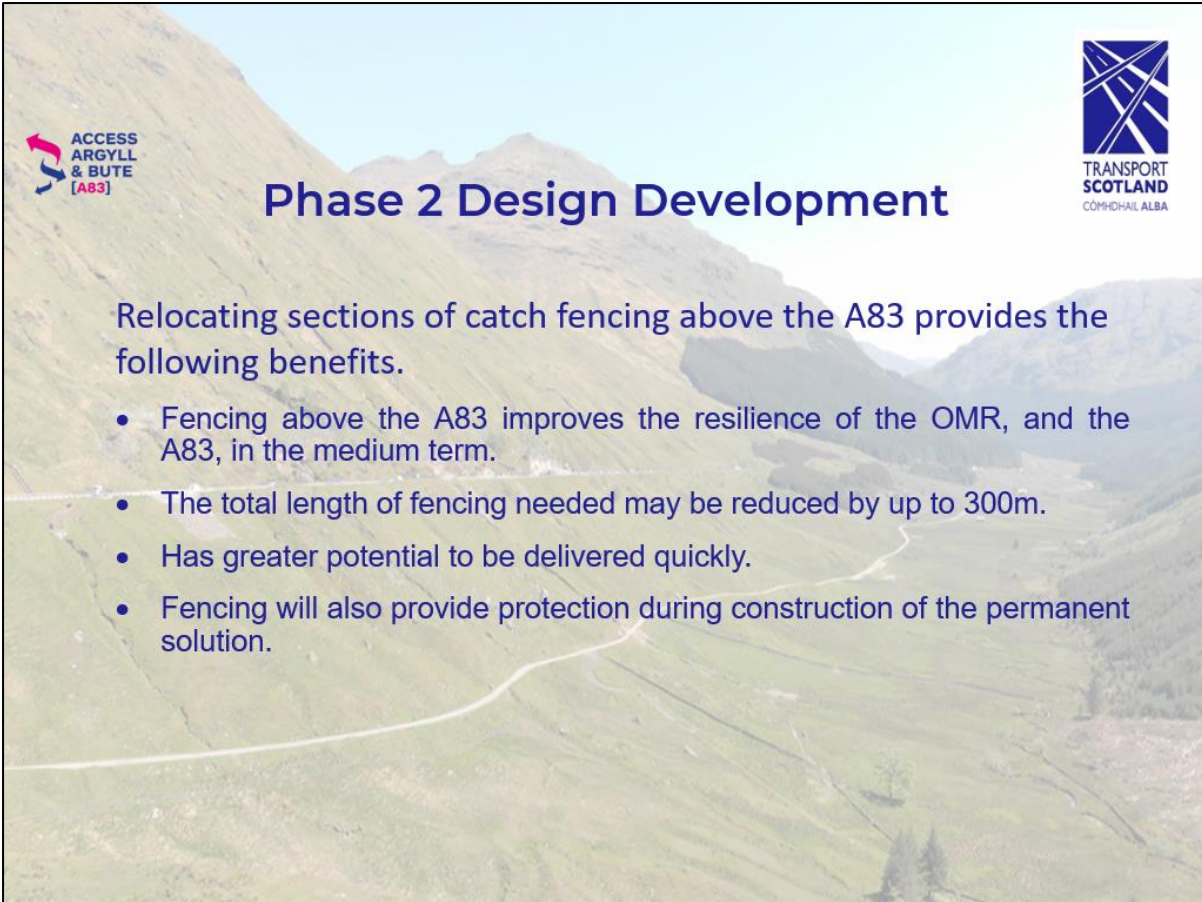
The slide features a background image of a mountainous landscape. In the top left corner is the logo for 'ACCESS ARGYLL & BUTE [A83]' with a stylized red and blue 'S' shape. In the top right corner is the logo for 'TRANSPORT SCOTLAND COMHAIL ALBA' with a blue square containing white diagonal lines. The title 'Phase 1 Works' is centered in a large, bold, blue font. Below the title is a bulleted list of four items. To the right of the list are three inset photographs: the top one shows an orange excavator working on a dirt embankment; the middle one shows a road construction site with orange traffic cones and a white van; the bottom one shows a wider view of the construction site with an excavator and a white van in a grassy area.

Phase 1 Works

- ✓ Ground Investigation Fieldwork Complete.
- ✓ Detailed Design Complete.
- ✓ Construction preparatory works commenced December 2023.
- Target completion - Spring 2024.

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Slide 6 – Phase 2 Design Development



ACCESS ARGYLL & BUTE [A83]

PHASE 2 DESIGN DEVELOPMENT

TRANSPORT SCOTLAND COMHAIL ALBA


Relocating sections of catch fencing above the A83 provides the following benefits.

- Fencing above the A83 improves the resilience of the OMR, and the A83, in the medium term.
- The total length of fencing needed may be reduced by up to 300m.
- Has greater potential to be delivered quickly.
- Fencing will also provide protection during construction of the permanent solution.

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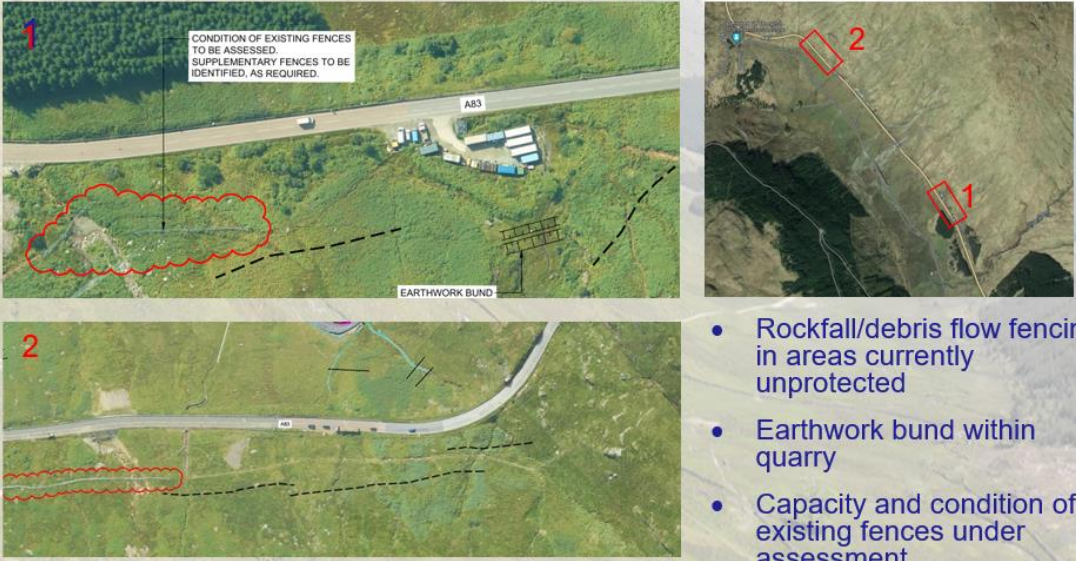
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Slide 7 – Phase 2 Design Development



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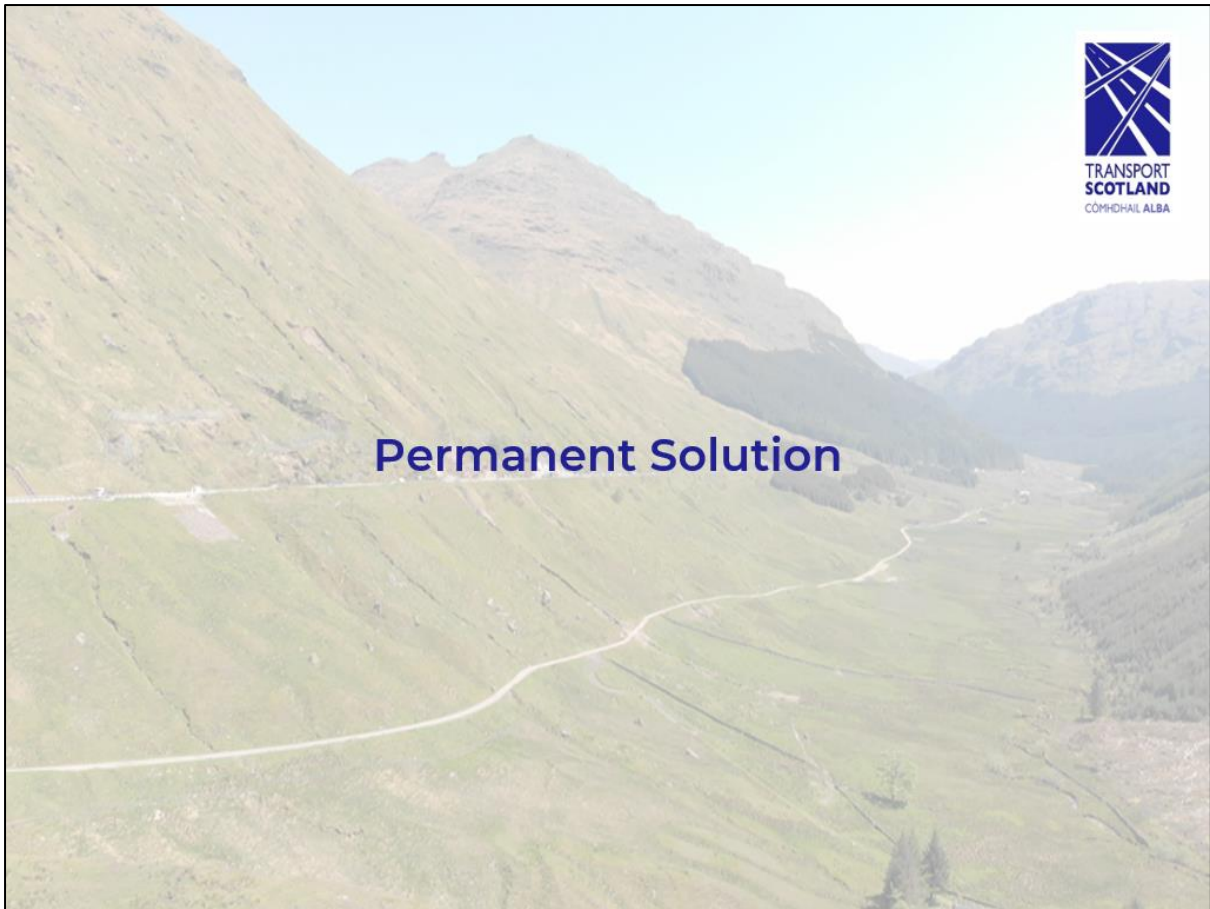
Phase 2 Design Development



- Rockfall/debris flow fencing in areas currently unprotected
- Earthwork bund within quarry
- Capacity and condition of existing fences under assessment

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Slide 8 – Permanent Solution





Permanent Solution Design Update



TRANSPORT
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COMHAIL ALBA

- Environmental baseline surveys and assessment
- Ground Investigation procurement
- UAV (Drone) topographical/photogrammetry survey
- Geotechnical modelling – debris and boulder
- Structural design
- Lighting
- Fire / Smoke modelling
- Operational aspects – consulting with BEAR and emergency services
- Viewpoint Car Park



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- Viewpoint Car Park

Slide 10 – Viewpoint Car Park



Viewpoint Car Park

Seeking Feedback from Task Force

- Tell us what you think about the existing car park
- What opportunities should be considered at the car park?

DRAFT



Seeking Feedback from Task Force

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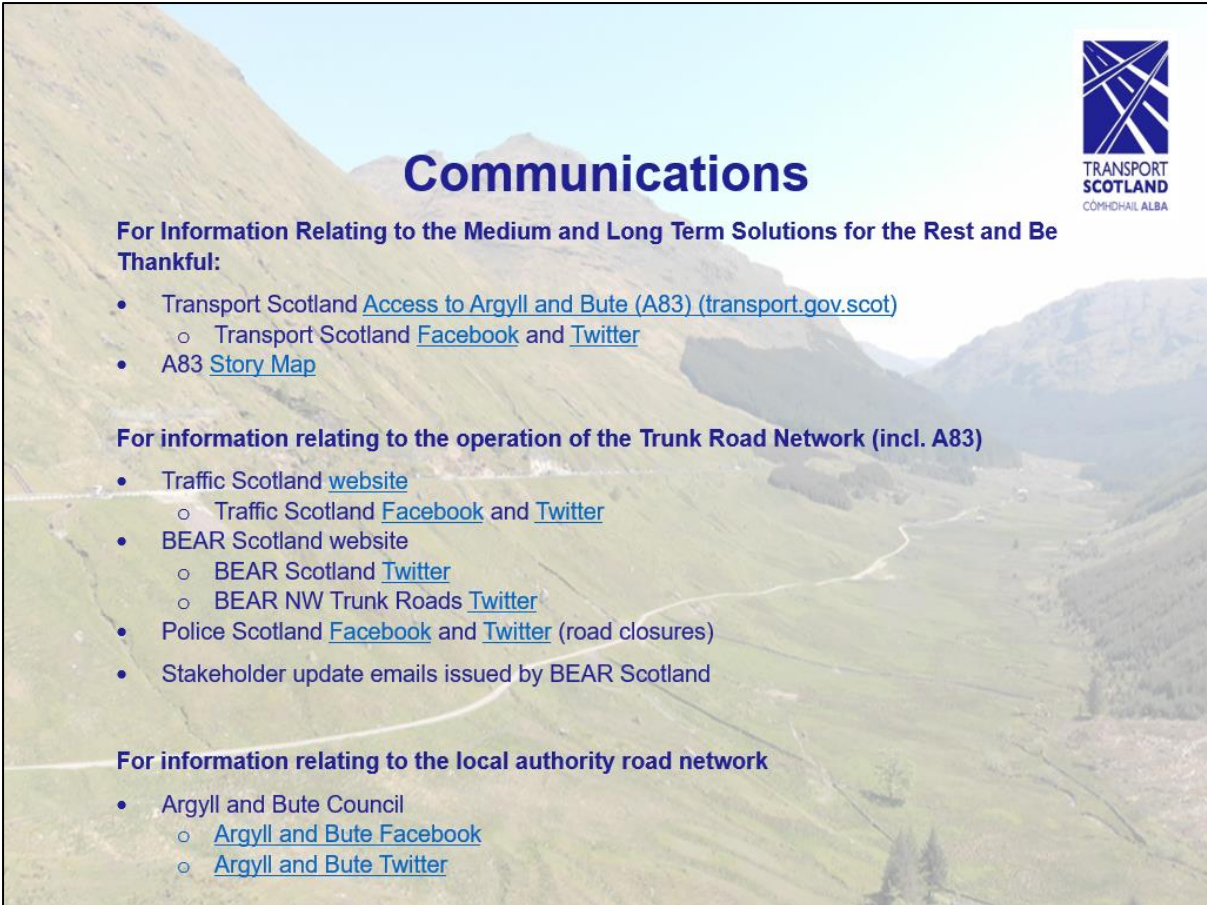



Ongoing Consultation



- Storymap – regular updates
 - [Access to Argyll and Bute \(A83\) Story Map \(arcgis.com\)](#)
- Public Drop-ins – Spring 2024
 - Campbeltown
 - Lochgilphead
 - Lochgoilhead
 - Arrochar
- Bi-Monthly Environmental Steering Group
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TRANSPORT
SCOTLAND
COMHAIL ALBA

Communications

For Information Relating to the Medium and Long Term Solutions for the Rest and Be Thankful:

- Transport Scotland [Access to Argyll and Bute \(A83\) \(transport.gov.scot\)](https://transport.gov.scot)
 - Transport Scotland [Facebook](#) and [Twitter](#)
- A83 [Story Map](#)

For information relating to the operation of the Trunk Road Network (incl. A83)

- Traffic Scotland [website](#)
 - Traffic Scotland [Facebook](#) and [Twitter](#)
- BEAR Scotland website
 - BEAR Scotland [Twitter](#)
 - BEAR NW Trunk Roads [Twitter](#)
- Police Scotland [Facebook](#) and [Twitter](#) (road closures)
- Stakeholder update emails issued by BEAR Scotland

For information relating to the local authority road network

- Argyll and Bute Council
 - [Argyll and Bute Facebook](#)
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Slide 13 – Thank you

