



TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA



A83 Rest and Be Thankful

Public Engagement Events
Medium and Long-Term Solutions

Spring 2024



Scan the QR code to
view the A83 Story Map

Introduction

Transport Scotland has been taking forward the design development for the A83 Rest and Be Thankful scheme.

In June 2023, the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment preferred route exhibitions were held to seek public feedback on the permanent Long-Term Solution (LTS) and provide an update on the Medium-Term Solution (MTS).

This leaflet provides an update on the DMRB Stage 3 Assessment design development for the LTS and an update on the progress towards delivering the MTS.

Transport Scotland welcomes your comments and feedback to help inform the ongoing development of the proposed scheme. A feedback form is available at the public engagement event or online via the virtual exhibition room.

To view the virtual exhibition room scan the QR code or please visit:
pinpointcloud.co.uk/A83restandbethankful



Scheme objectives

The A83 Rest and Be Thankful scheme objectives are:

Resilience



Reduce the impact of disruption for travel to, from and between key towns within Argyll and Bute, and for communities accessed via the strategic road network

Safety



Positively contribute towards the Scottish Government's Vision Zero road safety target by reducing accidents on the road network and their severity

Economy



Reduce geographic and economic inequalities within Argyll and Bute through improved connectivity and resilience

Sustainable travel



Encourage sustainable travel to, from and within Argyll and Bute through facilitating bus, active travel and sustainable travel choices

Environment



Protect the environment, including the benefits local communities and visitors obtain from the natural environment by enhancing natural capital assets and ecosystem service provision through delivery of sustainable transport infrastructure



Design development

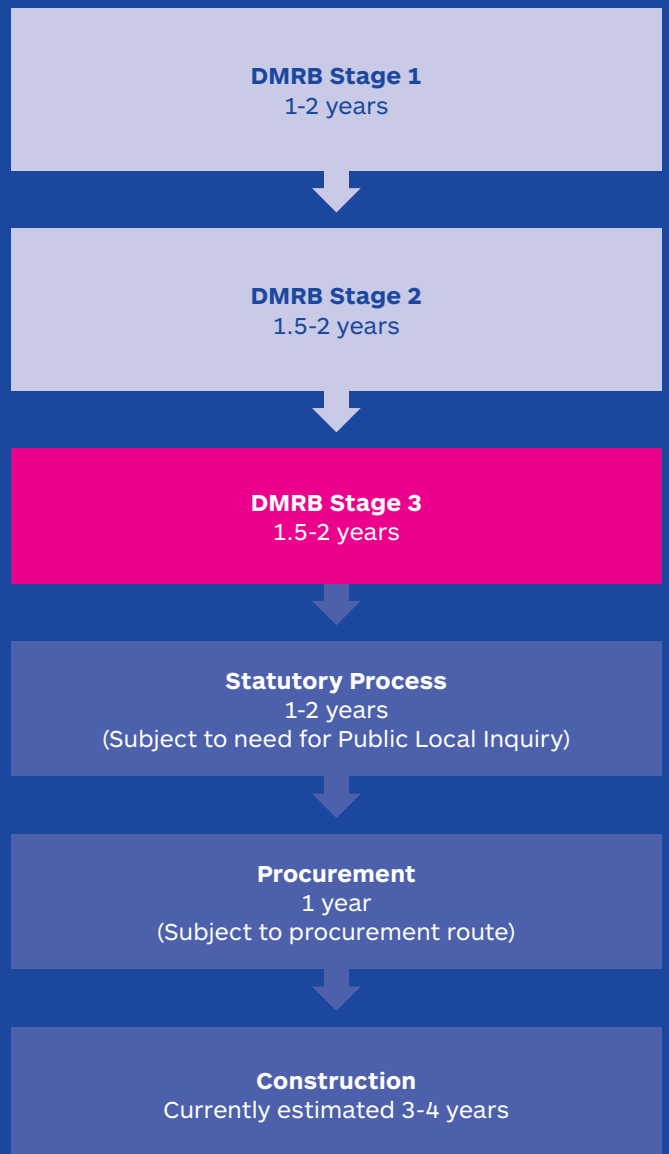
Since the announcement of the preferred route for the Long-Term Solution (LTS) the project team have been undertaking further design development work as part of the DMRB Stage 3 Assessment, including:

- Refinement of the A83 carriageway alignment
- Design of the B828 Glen Mhor local road junction
- Development of the debris flow shelter and protection wall design
- Refinement of the geotechnical aspects of the design, including further geohazard and rock-fall modelling
- Development of the proposals to minimise the impact on the environment, informed by various environmental surveys and field work
- Development of the proposals to mitigate impacts on the water environment, including sustainable drainage proposals
- Consideration of construction methodology to minimise disruption to road users during the construction phase
- Consideration of the proposals for the Rest and Be Thankful Car Park and Viewpoint

Design Manual for Roads and Bridges (DMRB) Process



Typical Large Scale Infrastructure Project Timeline



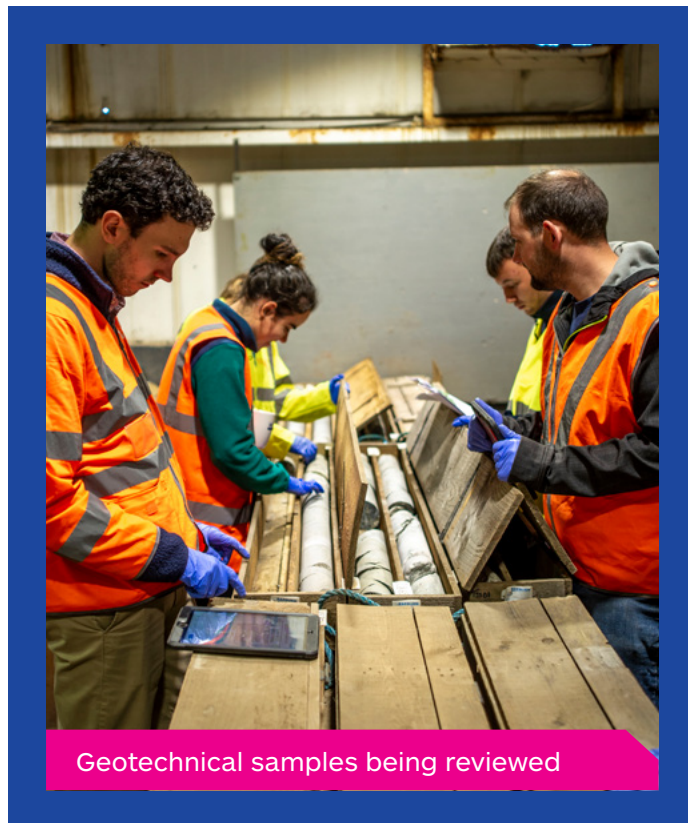
Ground investigation

On any major roads scheme, undertaking ground investigation work is an essential part of informing the scheme design. Ensuring that there is a comprehensive understanding of the ground conditions is of paramount importance at the Rest and Be Thankful.

The project team have reviewed a vast array of historic data from Glen Croe and have been liaising closely with the Trunk Road Operating Company on the ongoing monitoring and investigations.

To supplement this, more detailed, intrusive ground investigation works for both the MTS and LTS are being undertaken. The LTS ground investigation works will require temporary traffic management on the A83 to safely complete parts of the works in close proximity to the road.

The outcomes from the site investigations will assist with the ongoing design work. These include providing further information and data on ground conditions, soil characteristics, geotechnical hazards and the surface water and groundwater regime.



Geotechnical samples being reviewed

Drone Surveys

In addition to the ground investigation intrusive surveys, the project team have also undertaken innovative drone surveys.

The drone surveys covered an extensive area within Glen Croe and repeat surveys will assist with monitoring the Beinn Luibhean slopes and watercourses adjacent to the A83 to inform the design development of the LTS.



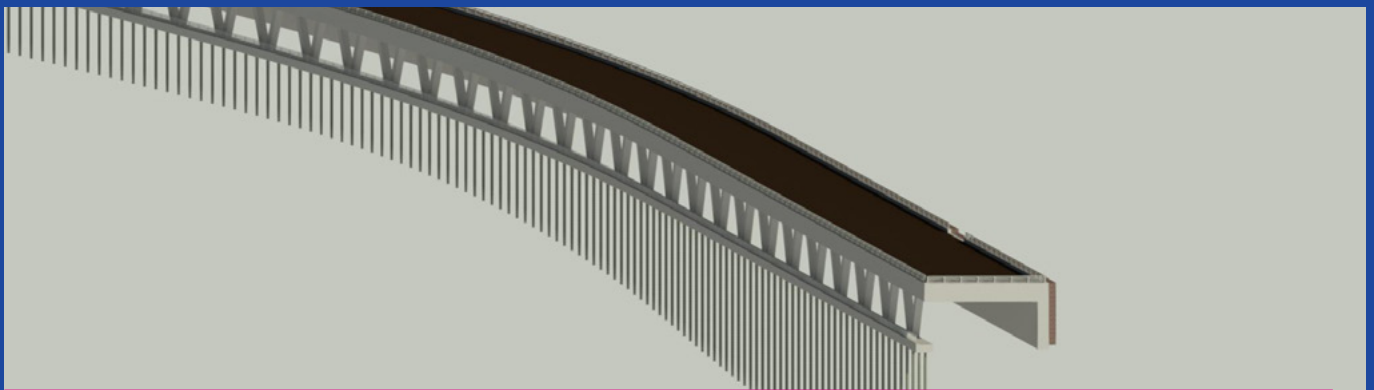
Drone surveys of the Beinn Luibhean slopes

Debris flow shelter

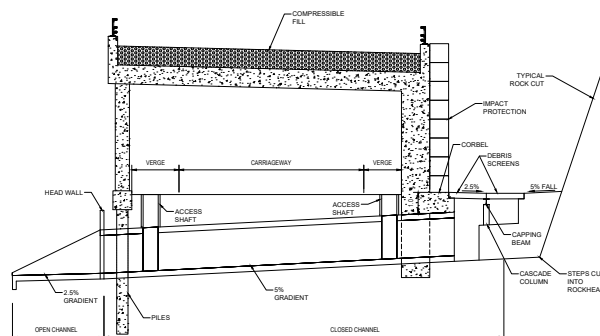
The **debris flow shelter** forms an integral part of the proposed scheme. Since announcing the preferred route in June 2023 design development work has continued at pace.

The structure is technically complex and requires input from a wide range of global design specialists. Some aspects currently under development include:

- **Structural and geotechnical loading** on the structure (to safely mitigate impacts from debris flow events and boulder impact).
- The **design of the catch-pit** to capture material and avoid direct landslide impacts to the structure (mitigating impacts to the water environment and culverts required below the structure).
- **Aesthetics** and how best to **integrate the structure into the surrounding landscape** (consideration of slanted columns, potential for a green roof).
- The potential for **day and or night-time lighting** within the structure (taking into consideration the geographical location and changes in natural light during different seasons).
- **Operational requirements** (procedures and requirements in the event of an incident or breakdown) and how debris material can be safely and efficiently removed from the catch-pit following a landslide.
- A **fire safety assessment** to identify and mitigate potential fire risks and hazards. This includes ongoing consultation with emergency services.
- **Construction phasing and sequencing** which includes consideration of hillside geotechnical monitoring, traffic management requirements, the use of modular construction and pre-cast units etc. Constructability work done to date indicates it is likely that the A83 will need to be closed for a significant period during the construction phase, with traffic diverted to the Old Military Road.



Alternative slanted columns currently being reviewed



Draft emerging cross section for debris flow shelter

Environment



Aerial image of A83 and Old Military Road looking south east

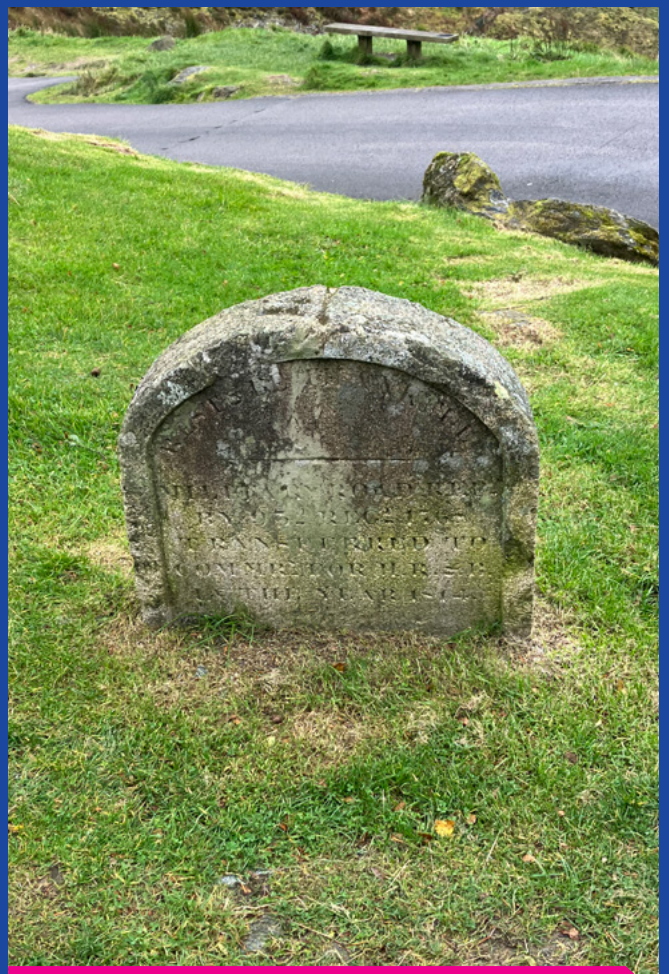
The project team have been undertaking a wide range of environmental surveys and building a picture of the landscape in Glen Croe since the scheme began.

The **surveys** captured important environmental data which serves an essential purpose to inform the **Environmental Impact Assessment (EIA)**, which is currently underway.

The information and data obtained from the surveys, public exhibitions and ongoing engagement with key statutory environmental consultees will be used to ensure the scheme **minimises and mitigates environmental impacts**, wherever possible. This includes acknowledging the importance of the cultural heritage in the study area.

The project team are also considering potential **Bio-Diversity Net Gain (BNG)** and **Natural Capital** benefits the scheme could deliver. This could include woodland creation or improvements to watercourses.

These benefits would aim to align with the Scottish Government's aspirations set out in **National Planning Framework 4 (NPF4)** and the **Loch Lomond and Trossachs National Park (LLTNP) Partnership Plan**.



Glen Croe 'Rest and Be Thankful' Stone

Car park: Overview

The Rest and Be Thankful Car Park and Viewpoint at the north end of Glen Croe forms a key component of the proposed scheme.

To inform the design work and the ongoing DMRB Stage 3 Assessment, we have been engaging with the **A83 Taskforce, Argyll and Bute Council, Forestry and Land Scotland**, key environmental stakeholders (e.g. **Loch Lomond and Trossachs National Park Authority**), bus operators and landowners.

Consultation with key stakeholders aims to ensure that the proposals for the car park meet different user group aspirations wherever practicable.

Car park surveys were undertaken in November 2023 and February 2024 resulting in the completion of **182 questionnaires**.

These surveys are starting to build a picture of the existing usage of the car park, including the origin and destination of journeys, the primary purpose for journeys (e.g. work, leisure), the purpose for stopping at the car park (e.g. taking a rest, looking at the view) and modes of transport (e.g. car, van, bus). The surveys are also capturing comments on future aspirations for the car park.

The project team will be undertaking further surveys and questionnaires in the coming months to ensure we understand any changes in usage throughout the year. The outcomes of the surveys and questionnaires will inform the ongoing design development work.



Rest and Be Thankful Car Park and Viewpoint

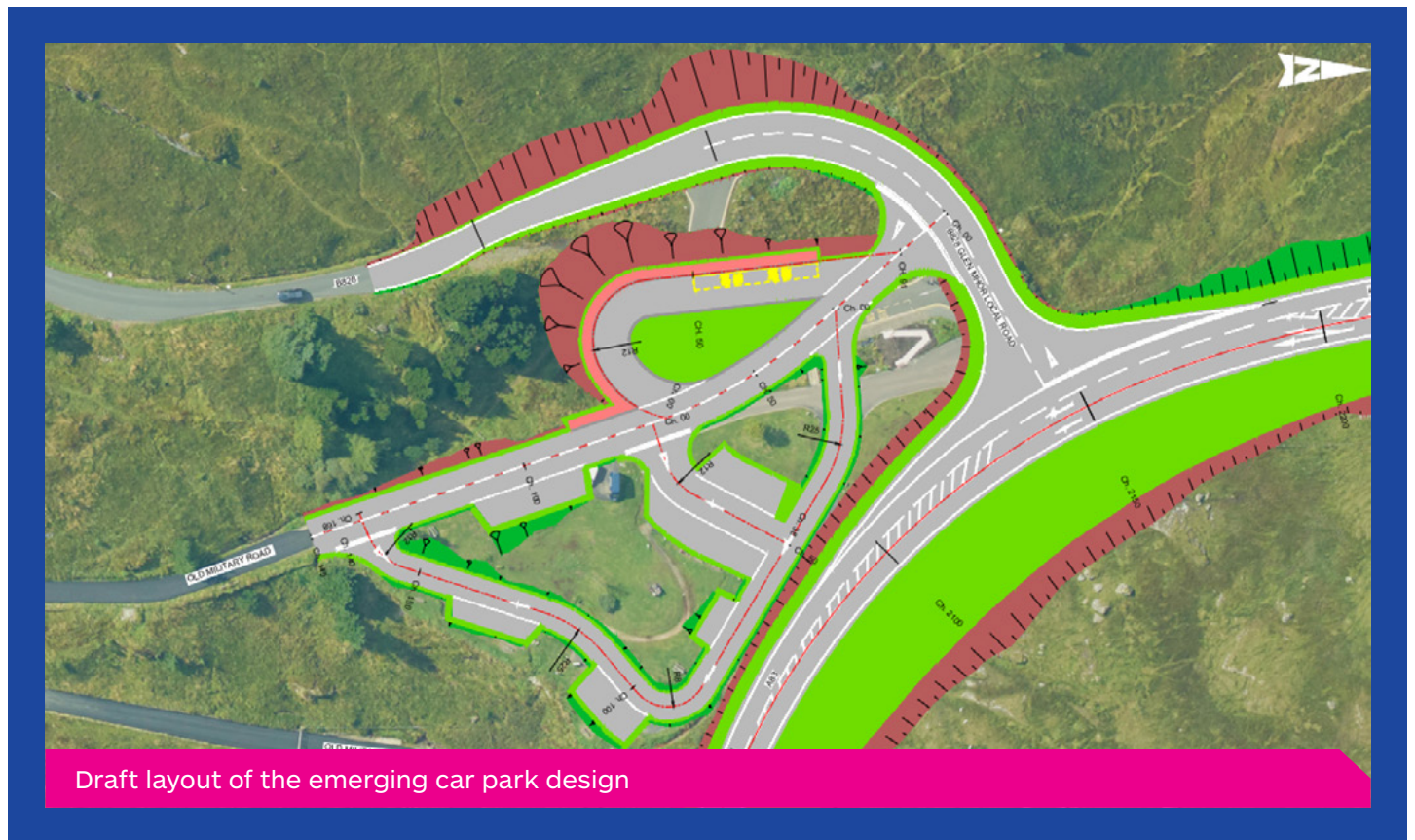
Car park: Progress

The design of the car park and viewpoint is ongoing. The final layout will be informed by consultation with key stakeholders, on site surveys and feedback received as part of this public engagement event.

The draft layout of the emerging car park design is provided below and includes aspirations to:

- **Connect** the car park to the B828 Glen Mhor local road, including access to an improved junction layout to and from the A83

- **Improve safety** to reduce the number of junctions and conflicts between traffic, as well as improving visibility for road users
- **Improve the bus stop and bus turning facility**, improve the gradient and integrate this within the car park
- **Retain the existing layout, parking capacity, aesthetic and rural feel**, recognising the significant topographical constraints and impacts associated with extending or increasing the size of the car park.



Transport Scotland would be grateful for your feedback on the draft emerging car park and viewpoint layout, and would like to hear your views on the following two items:

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

Your feedback is appreciated. It will assist the design team to identify the preferred layout of the car park and viewpoint.

A feedback form is available at the public engagement event or online via the virtual exhibition room:

pinpointcloud.co.uk/A83restandbethankful

Medium-term solution: Overview

The purpose of the Medium-Term Solution (MTS) is to deliver a safe, proportionate and more resilient diversion route along the Old Military Road (OMR) when the A83 is closed.

The interventions will be in place prior to the construction of the Long-Term Solution (LTS) and reduce disruption to road users during the construction of the debris flow shelter.

Phase 1

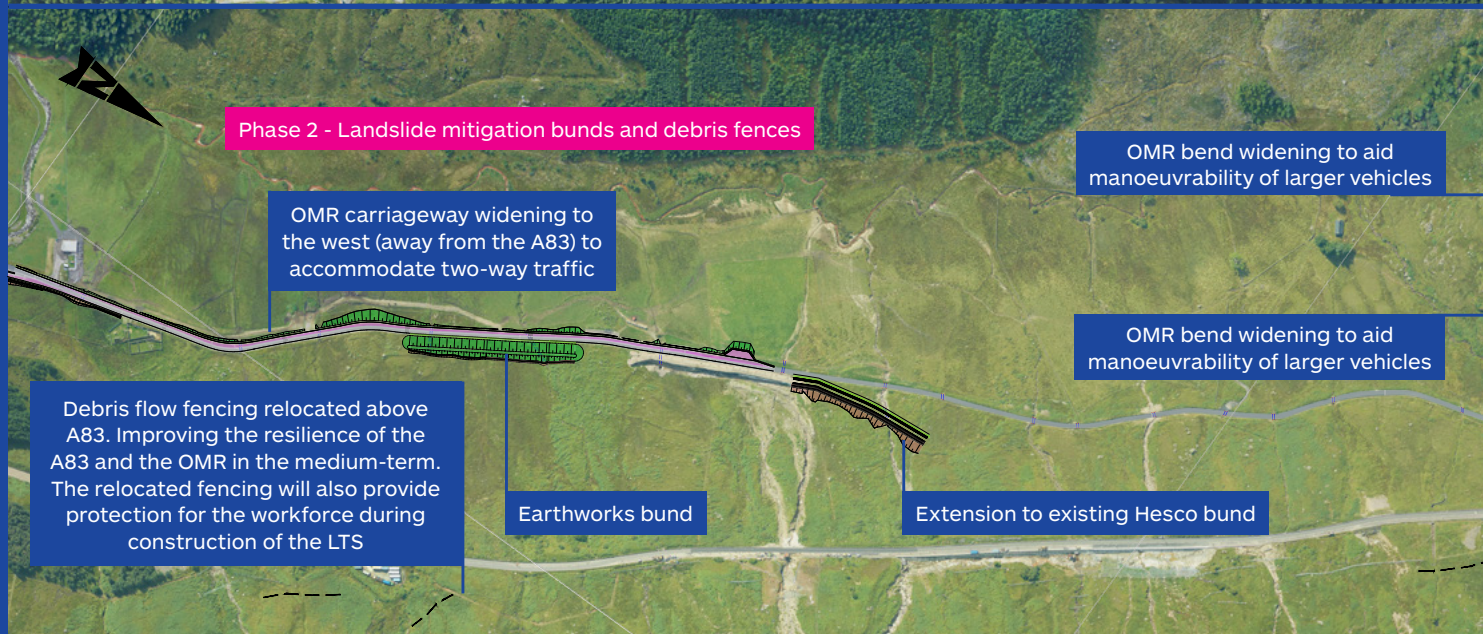
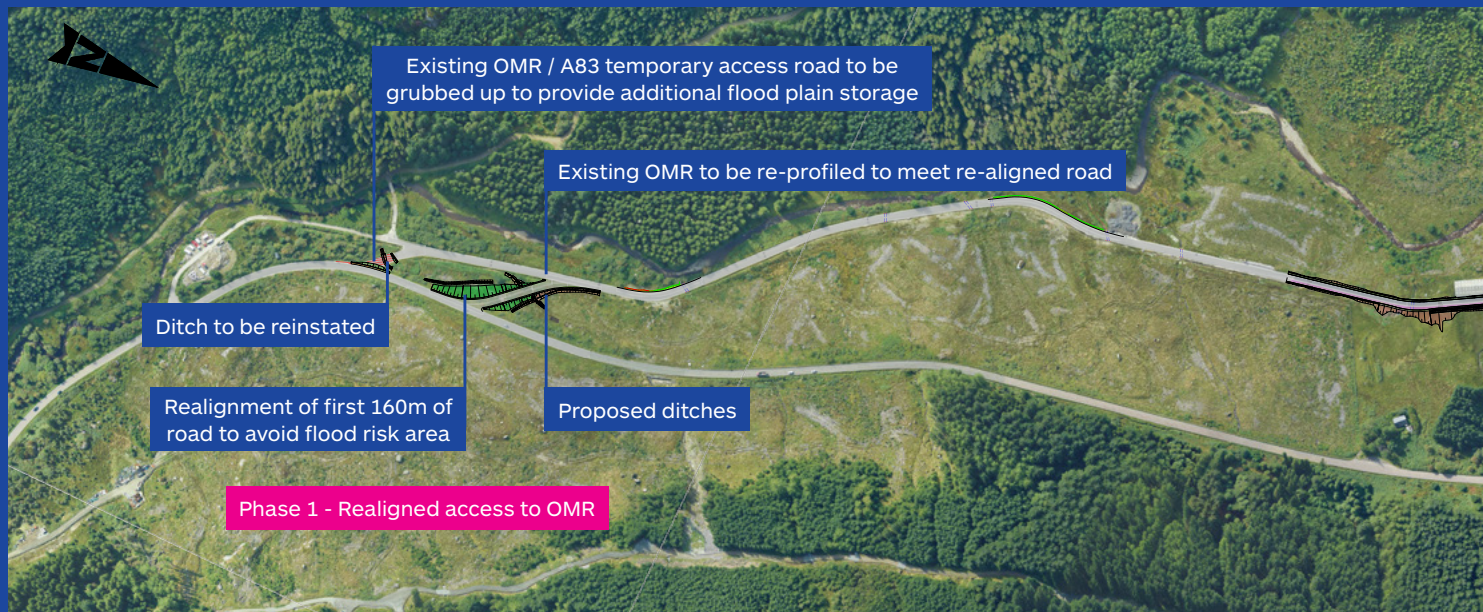
Realign the OMR at the southern end at its junction with the A83 avoiding the area prone to flooding. This work is well underway.

Phase 2

Landslide mitigation including bunds and debris fences as well as drainage improvements and discrete widening of bends.

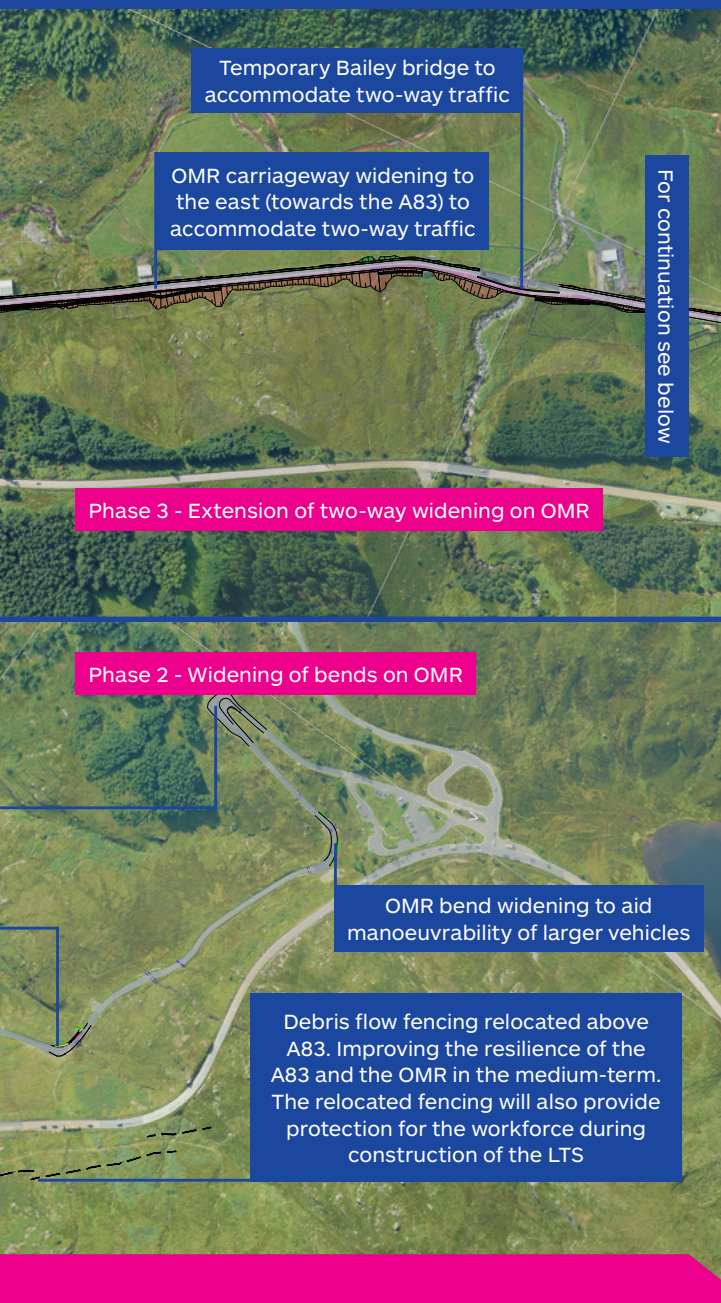
Phase 3

Extend the length of road available for two-way traffic.



Medium-Term Solution emerging design

Medium-term solution: Progress



Phase 1 A83 and OMR southern junction realignment

- The detailed design is complete, informed by ground investigation fieldwork.
- Following the commencement of preparatory works in December 2023, construction work is progressing well and, subject to weather, is scheduled for completion this Spring.

Phase 2 Landslide mitigation, drainage improvements and widening of bends on OMR

- Design work is well advanced and will be informed by the detailed ground investigation works.
- A key design change is the relocation of debris flow fences to above the A83 improving the resilience of the A83 and the OMR in the medium-term. The relocated fencing will also provide protection for the workforce during the construction of the LTS.

Phase 3 extension of two-way width on the OMR

- Design work is well advanced and will be informed by the ground investigation works.
- The extension of the OMR for two-way widening and a reduction in the length of convoy operation results in average journey times reducing by one third (approximately 10 minutes). This journey time improvement on the existing OMR operation aims to provide improvements both in the medium-term and long-term (during the LTS construction).

i The aim is to deliver Phases 2 and 3 as quickly as possible, subject to ongoing ground investigations and obtaining the necessary consents.

What happens next?

Following the public engagement event, the comments and feedback received will be considered as part of the further development of the Long-Term Solution (LTS). The DMRB Stage 3 Assessment will be concluded and an Environmental Impact Assessment undertaken.

This work will allow the identification of the land required for the scheme, preparation of **draft Orders** and the publication of the **Environmental Impact Assessment Report (EIAR)**.

The draft **Road Orders** provide the statutory authority to construct new roads and to improve and maintain Scotland's roads. The draft **Compulsory Purchase Order (CPO)** will define the extent of land required to construct, operate and maintain the scheme.

After publication, there will be a statutory objection period associated with the draft Orders and the **EIAR**. During this period, there will be **another public exhibition event** to display all the information.

Should there be objections to the draft Orders which we cannot resolve, there may be a need for a **Public Local Inquiry (PLI)**. Progress after publishing the draft Orders will depend on the formal comments received on the proposals.

Comments and feedback

Transport Scotland welcomes your comments and feedback.

Comments can be made via the online feedback form.

Comments can also be sent via email to: **A83@wsp.com**

Alternatively post to:

A83 Rest and Be Thankful Team,
AtkinsRéalis WSP Joint Venture,
110 Queen Street, Glasgow, G1 3BX



To view the virtual exhibition room, scan the QR code or please visit: **pinpointcloud.co.uk/A83restandbethankful**

Further information

If you would like to contact AtkinsRéalis WSP Joint Venture, details for their stakeholder team are:

Tel: 0131 316 8293 **Email:** A83@wsp.com

By post: A83 Rest and Be Thankful Team,
AtkinsRéalis WSP Joint Venture,
110 Queen Street, Glasgow, G1 3BX

All of the information presented in this leaflet is available on the virtual exhibition room:

pinpointcloud.co.uk/A83restandbethankful

Transport Scotland will consider your comments and feedback to help inform the design development of the LTS and progress towards the MTS. All submissions will be shared with our technical advisers as required. We may also use your submission to inform future reports or public documents related to this activity.

If you choose to provide contact details with your submission, Transport Scotland will only use these details to keep you updated with the progress of this project. Your personal data will be deleted in line with our records retention and disposal policy (available at gov.scot/publications/scottish-government-records-management-plan-2/). You can opt out of receiving updates from Transport Scotland at any time by contacting the project team using the above contact details.

The provision of contact details is optional and your comments will still be considered if provided anonymously. However, Transport Scotland will be unable to respond to your submission if you choose not to provide these details.

If you want to make a complaint about how we have handled your personal data or exercise any of your rights under the UK GDPR, please contact dpa@transport.gov.scot.



Please take the time to consider the information presented and provide any comments you may have as soon as possible and by 10 May 2024.