Argyll and Bute Region
A83 Assessment
13th August 2020

Strategic Transport Projects Review (STPR2)

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Agenda

- Overview
- Progress
- Headline Findings
- Emerging Conclusions
- Next Steps

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Overview

Purpose of assessment

- To provide Transport Scotland with early advice on the merit of different corridor options to address the problems associated with the A83 (taking cognisance of the particular constraints at the Rest and Be Thankful)

Approach

- Draw on 2012/13 study
- Dovetail with STPR2 – regional issues, options, assessment process
- Review disruptions
- Define corridors
- Environmental and engineering assessment
- Preliminary appraisal

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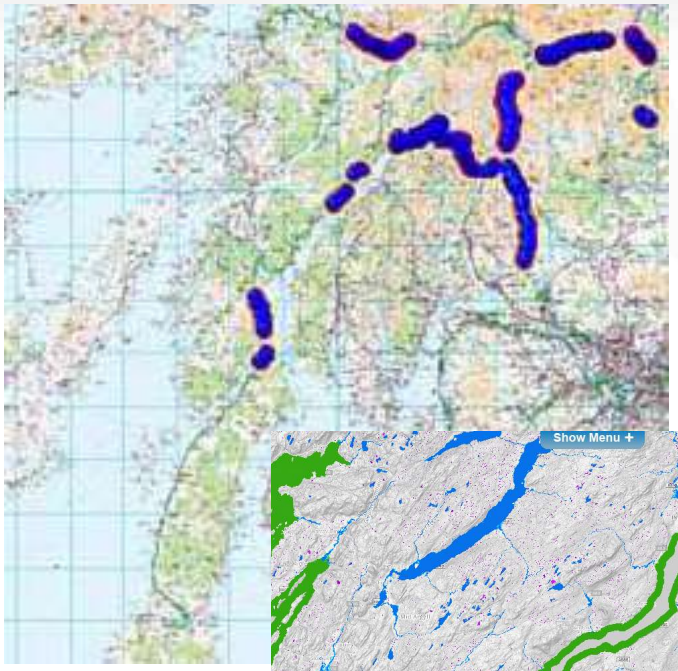
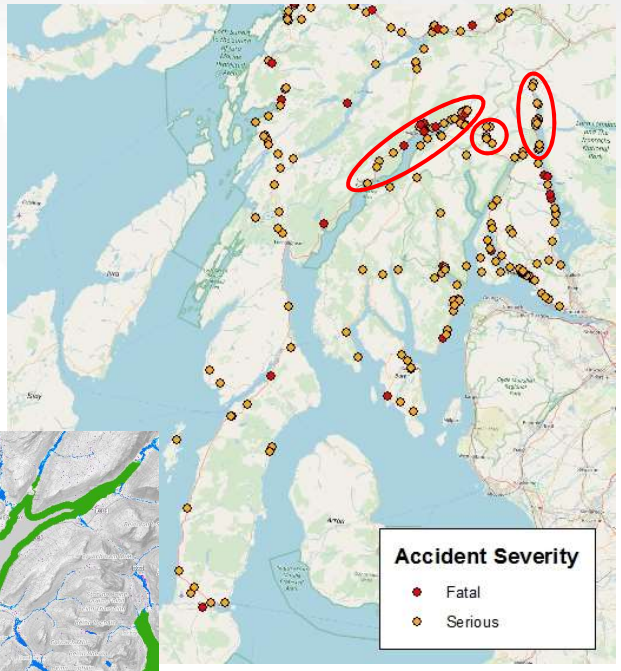
Disruption

- Landslides
- Accidents
- Flooding



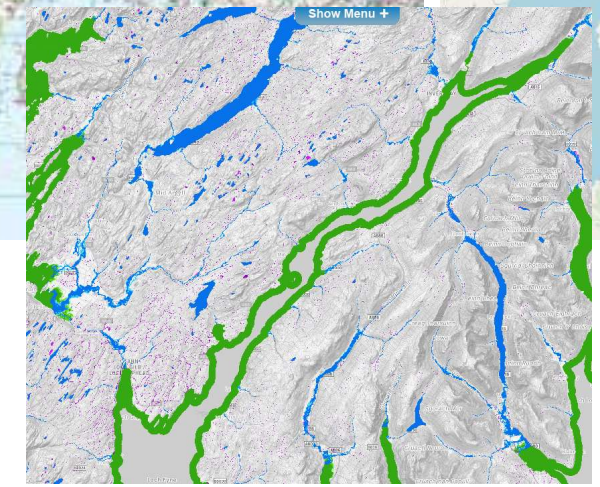
Landslide Hazards

Source: Scottish Road Network Landslide Hazard Ranking, Transport Scotland (2009)



Accidents (2013 2017)

Source: DfT



Sepa Flood Risks

Source: http://map.sepa.org.uk/floodmap/map.htm

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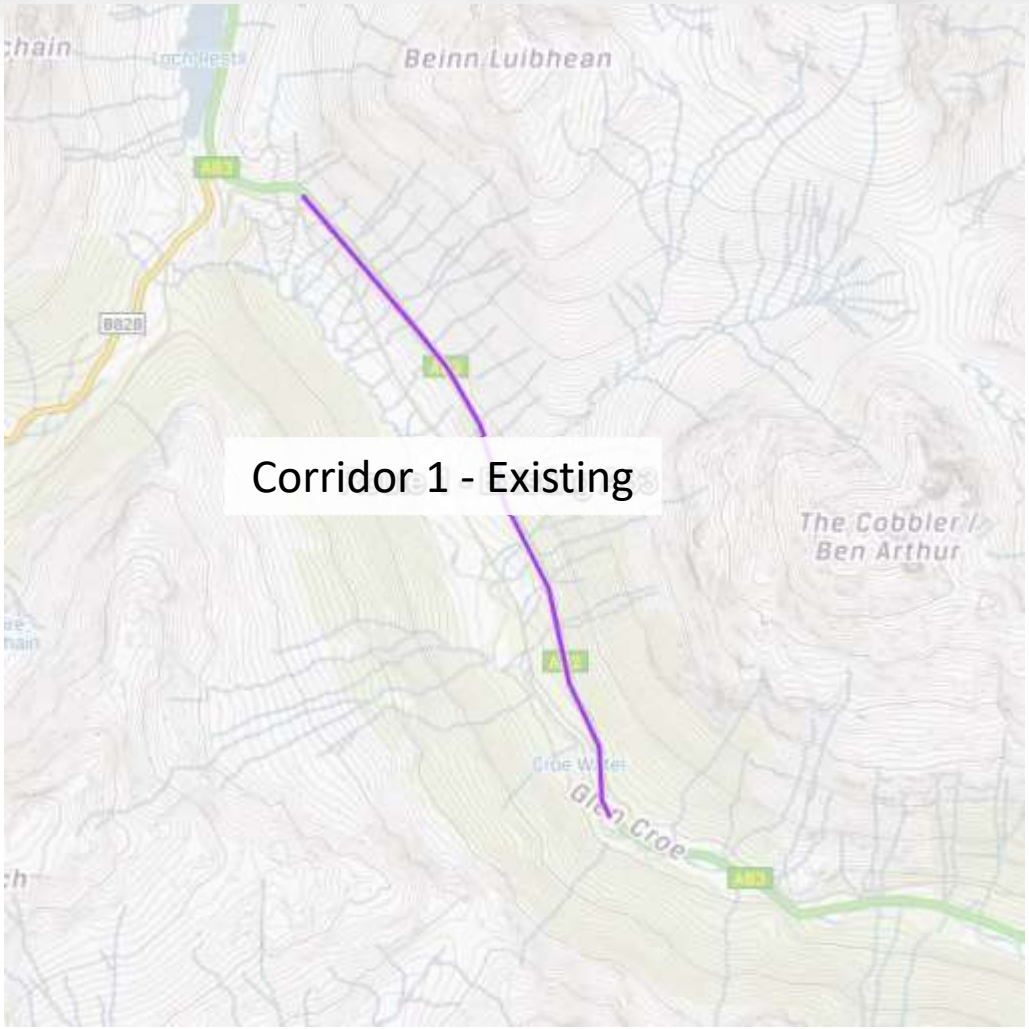

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Corridor 2 – Glen Kinglas

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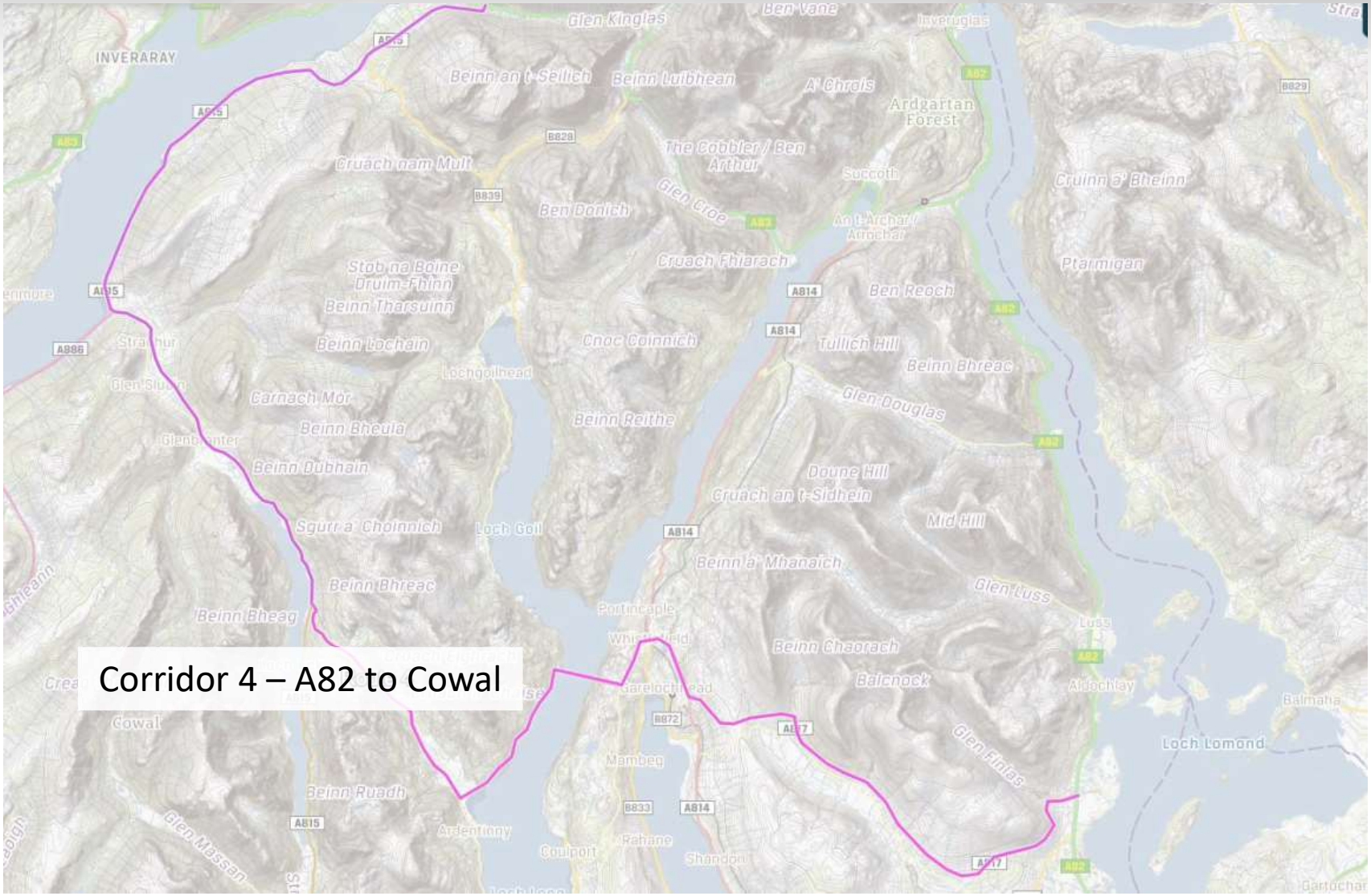

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Corridor 6 – Inverclyde to Cowal

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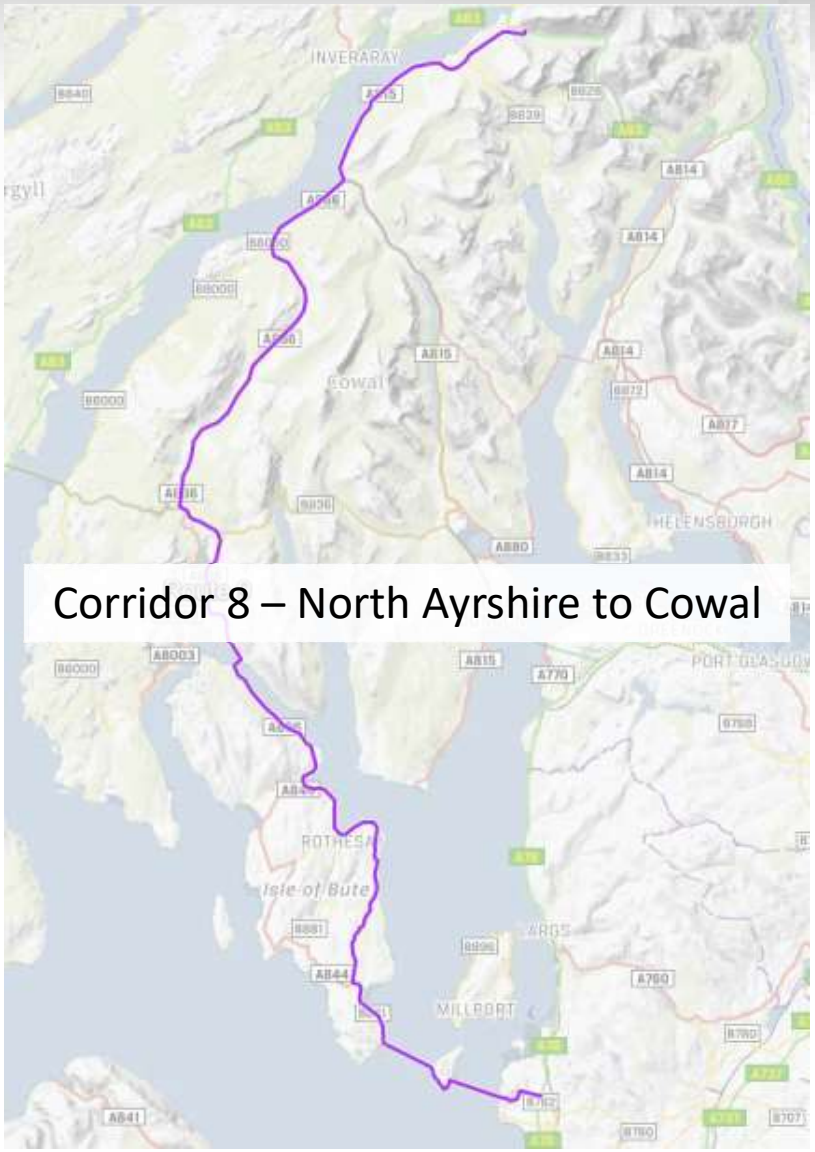

Corridor 8 – North Ayrshire to Cowal

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Corridor 9 – North Ayrshire to Kintyre

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Environment

Corridor	Rating	Comments
1 - Glen Croe		• Entirely peat soil conditions • High flood risk from Croe Water
2 - Glen Kinglas		• 4.8km of forestry on route • Predominantly peat soil conditions • High flood risk from Kinglas Watercourse • 3.95km within SAC and SSSI • 1.95km northern section within NSA
3 - Glen Fyne		• 2.45km of forestry on route • Predominantly peat soil conditions • High flood risk from River Fyne and Allt an Lairige • Almost entirely within SPA and 3.85km within SSSI • 1.95 within NSA
4 - A82 to Cowal		• AWI adjacent to A815 and north of Finart Bay towards Loch Long • Peat areas east of Loch Eck • High flood risk on A815 from Loch Eck and River Finart. Also High risk on A817 from Fruin Water • 5km of eastern extent within Loch Lomond NSA • Carbon impact from 1.4km Loch Long crossing
5 – A82 to Kintyre		• Loss of AWI adjacent to A815 north of Finart Bay towards Loch Long • High risk of flooding on A815 from Loch Eck and River Finart • 5km within Kyles of Bute and 5km within Loch Lomond NSA • Carbon impact from 1.4km Loch Long and 3.2km Loch Fyne crossings

Environment

Corridor	Rating	Comments
6 - Inverclyde to Cowal		• Loss of AWI adjacent to A815 at Lock Eck and Burneven Hill at A78 • Minimal peat presence • High flood risk on A815 from Loch Ech • Carbon impact of 3km Firth of Clyde crossing
7 - Inverclyde to Kintyre		• Loss of AWI adjacent to A886 at Auchenbreck Wood • Predominantly peat soils on route • High risk of flooding from River Ruel on the B836 at Auchenbreck Wood and at Balliemore Burn. • High risk of Flooding on B836 around Tom nan Ragh • 5km within Kyles of Bute NSA • Carbon Impact of 3.2km Loch Fyne and 3km Firth of Clyde crossings
8 - North Ayrshire to Cowal	TBC	TBC
9 - North Ayrshire to Kintyre	TBC	TBC

Cost Estimates

Corridor	Cost Band Low: <£500m Medium: £500m – £1bn High: £1bn – £3bn V High: >£3bn
1 - Glen Croe	Low
2 - Glen Kinglas	Medium/High
3 - Glen Fyne	Medium/High
4 - A82 to Cowal	High
5 - A82 to Kintyre	High / V High
6 - Inverclyde to Cowal	V High
7 - Inverclyde to Kintyre	V High
8 - North Ayrshire to Cowal	V High
9 - North Ayrshire to Kintyre	V High

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Preliminary Appraisal

Corridor Reference	Problem Themes (7-point scale)				STAG Criteria (7-point scale)					Implementability Criteria (5-point scale)		
	Resilience	Safety	Journey Time & Journey Time Reliability	Connectivity	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	Feasibility	Affordability	Public Acceptability
Corridor 1 - Existing Corridor	Moderate Positive	Minor Positive	Neutral	Neutral	Minor Negative	Minor Positive	Moderate Positive	Neutral	Minor Positive	Medium	Low	Low
Corridor 2 - Glen Kinglas	Moderate Positive	Minor Negative	Minor Negative	Minor Negative	Major Negative	Minor Negative	Minor Positive	Minor Negative	Minor Positive	Medium	Medium	High
Corridor 3 - Glen Fyne	Moderate Positive	Minor Negative	Minor Negative	Minor Negative	Major Negative	Minor Negative	Minor Positive	Minor Negative	Minor Positive	Medium	Medium	High
Corridor 4 - A82 to Cowal	Moderate Positive	Minor Negative	Minor Negative	Moderate Positive	Moderate Negative	Minor Negative	Moderate Positive	Minor Positive	Moderate Positive	Very High	High	High
Corridor 5 - A82 to Kintyre	Major Positive	Moderate Positive	Moderate Positive	Major Positive	Moderate Negative	Moderate Positive	Major Positive	Moderate Positive	Moderate Positive	Very High	High	High
Corridor 6 - Inverclyde to Cowal	Moderate Positive	Minor Negative	Minor Negative	Moderate Positive	Moderate Negative	Minor Negative	Moderate Positive	Minor Positive	Moderate Positive	Very High	Very High	High
Corridor 7 - Inverclyde to Kintyre	Major Positive	Moderate Positive	Major Positive	Major Positive	Moderate Negative	Moderate Positive	Major Positive	Moderate Positive	Moderate Positive	Very High	Very High	High
Corridor 8 - North Ayrshire to Cowal	Moderate Positive	Moderate Negative	Major Negative	Moderate Positive	Moderate Negative	Moderate Negative	Moderate Positive	Minor Positive	Moderate Positive	Very High	Very High	High
Corridor 9 - North Ayrshire to Kintyre	Major Positive	Moderate Positive	Major Positive	Major Positive	Moderate Negative	Moderate Positive	Major Positive	Moderate Positive	Moderate Positive	Very High	Very High	High

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Headline Findings

Existing corridor

- Potential “lower cost” (<£500m) options
- Journey times similar to existing under typical conditions
- Potential for disruption west of the R&BT - unchanged from existing conditions
- Has the least environmental impact

Northern corridors

- Journey times are marginally greater for strategic A83 trips
- Treatment of the existing A83 at the R&BT (i.e. de-trunk, traffic calm or close) will influence the volume of traffic likely to use the alternative route
- Potential for disruption west of tie-in - unchanged from existing conditions
- Has the greatest environmental impact

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Headline Findings

Southern corridors

- Journey time savings between Argyll & Bute and the central belt
- Enhanced connectivity for communities located on the Cowal/Kintyre peninsulas
- Potential for disruption west of tie-in – unchanged from existing conditions
- Corridors linking to Kintyre likely to offer a greater level of resilience

Emerging Conclusions

- Costs of potential solutions are estimated to be upwards of £100 million
- "Lower cost" (<£500m) options within existing corridor
- Ownership of existing A83 at R&BT considerations
- Southern options have the potential to provide greater overall resilience, although significantly more costly to deliver
- Of the southern corridors, the cross Cowal option from the A82 to Kintyre is likely to perform best in terms of improving resilience for strategic A83 traffic
  - access to fragile areas in Cowal/Kintyre improved which is likely to drive economic activity
- All corridors subject to landslide risks, with ground stabilisation works required

Next Steps?

Taking cognisance of increasing pressure to deliver 'a solution'…

- Carry out a detailed examination of options within existing corridor
  - Emergency powers to deliver an on-line response – quicker within existing road boundary?
  - Challenge/innovation workshop
  - Fast track DMRB2 to identify preferred route option
- Examine options for progressing a cross Cowal option to improve resilience and improve accessibility to Cowal/Kintyre
  - Work towards a wider solution using a staged approach – new infrastructure to complete connections, then upgrade existing infrastructure

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