

**PE1428/H**

**Development and Infrastructure Services**  
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**Ask For:** Mr Jim Smith  
**Our Ref:**  
**Your Ref:**  
**Date:** 14 December 2012

Dear Sir/Madam

### **PETITION PE1428 RESPONSE**

The A83 between Campbeltown and Kennecraig is an important route not just for the Argyll economy but also in terms of its strategic importance in serving the National Renewable ambitions of Campbeltown as a manufacturing centre, and providing the scope to offer an alternative vehicular route into Kintyre from Ayrshire.

Businesses in Argyll depends heavily on road transport and moving on a daily basis along this route are food supplies, fuel & oil, fresh seafood, building materials, animal and fish food, livestock, round timber and wind turbines to name a few. Tourist and commuter traffic also depend highly on trunk road routes in Argyll in particular connections to the Central Belt. Communities served locally by the road network include some of the most fragile in the country, with these roads often providing the sole means of access to vital lifeline services. Poor conditions and long journey times along the routes can place a significant constraint on the ease and comfort with which residents can access employment and lifeline services such as health, education, retailing and banking. At the same time, the poor condition of the network also acts as a barrier to growth among local businesses by adding to journey times, increasing the cost of transport, increasing vehicle operating costs and restricting labour catchment areas. The quality of the road infrastructure is also a determining factor in regards to the area's ability to attract inward investment.

During periods when the A83 is closed the diversion route via the A819/A85/A82 adds significantly to the roundtrip and this results in extra costs for hauliers, local businesses and residents. For example we have been advised that round timber will be devalued by approximately £4 per tonne covering the extra cost/time for haulage. A recent Citizens Panel survey undertaken on behalf of Argyll and Bute Council identified that 44% of panel members (80% in Mid Argyll, Kintyre and Islay) had been affected by closures on the A83 due to landslips at the Rest and Be Thankful. The most common effect of the closure was having a longer journey time (36% and 74% in Mid Argyll, Kintyre and Islay) however, around a quarter of Panel members also had to cancel journeys (22%) and have incurred additional costs (23%).

On 22 May this year the Council approved a decision to ask that the Scottish Government develop a business case for trunking the A83 between Kennecraig and Campbeltown. Council officers are preparing a series of strategic road upgrade schemes which will assist in terms of bringing the road up to an adoptable condition; proportionate with the condition of other sections of trunk road in Argyll & Bute. These schemes will be “shovel ready” by the start of the new financial year. The Council has asked for confirmation that Transport Scotland will work with Council officers to develop the business case framework within which “trunking” of this section of the A83 can be considered.

The Council has not undertaken any recent review of the economic impact on the area should the roads be improved.

We will be submitting a proposal to have upgrades on the A83 included in the NPF3 and I attached the completed proposal form for your information.

Yours faithfully

Jim Smith  
Head of Roads and Amenity Services

## National Planning Framework 3 - National Developments Proposal Form

Proposer	Argyll and Bute Council / Hitrans
Contact details	Fergus Murray – 01546 604293
Date	14.12.12
Title of development	A83 improvements
Elements to be covered by national development status (list)	The A83 road corridor between Tarbet and Campbeltown links both mainland and island communities within Argyll & Bute with larger population centres in the Central Belt. Much of the existing route is sub-standard with limited overtaking opportunities, pinch points and steep sided slopes giving rise to frequent closures due to landslips.
Fit with criteria and statement of more than regional importance (guide - 500 words)	<p>Fits two of the national criteria:</p> <ul style="list-style-type: none"> <li>✓ <i>Skills development, reducing unemployment and job creation.</i></li> <li>✓ <i>Improving our digital, transport, utilities or green infrastructure networks.</i></li> </ul> <p>The A83 is a key artery in Argyll providing links to the towns of Inveraray, Lochgilphead, Ardrishaig, Dunoon, Tarbert and Campbeltown among others. The A83 also carries traffic to and from ferry terminals serving Argyll's islands.</p> <p>In light of the significance of this route to the region, Argyll and Bute Council consider that a future programme of targeted improvements will be required to address the following issues:-</p> <ul style="list-style-type: none"> <li>• Frequent closures due to landslides at the Rest and Be Thankful;</li> <li>• Pinch points and narrow sections on the route;</li> <li>• Absence of proper crossing points in villages; e.g. Tarbert;</li> <li>• Trunking of the route between Kennacraig and Campbeltown.</li> </ul> <p>Strategic road improvements to the A83 trunk road are vital to delivering an effective transport network which will facilitate sustainable economic growth, particularly in the Renewable Energy, Tourism, and the Marine Science &amp; Aquaculture Sectors. Improving local roads will also provide the following benefits and opportunities: connectivity between more rural areas and Scotland's main population centres; improved road safety; improved journey times and reliability; improved access to tourist</p>

	<p>and recreation sites and improved links to pedestrian, cycling and public transport facilities and reduced peripherality for some communities. Improvements to this route are also vital to mitigate against the risk of further closures particularly during the proposed 13 week closure of the A82 to facilitate the works at Pulpit Rock.</p> <p>The section of the A83 between Kennacraig and Campbeltown currently falls within the remit of Argyll and Bute Council and it is considered that this route is of strategic importance to the National Renewable ambitions of Scotland given the Wind Towers Ltd facility at Machrihanish is a national hub for the manufacturing of wind turbines. In recognition of this, the Council are committed to working with Transport Scotland to develop a business case framework within which “trunking” of the section of the A83 between Kennacraig and Campbeltown can be considered.</p> <p>While modern technology can lessen the impact of peripherality, the perception remains that Argyll and Bute is a remote location and this insularity is reinforced by island and peninsula geography. Its low and dispersed population also combines to place the area at an economic disadvantage to more central locations. Communities served locally by the A83 road network include some of the most fragile in the country, with the local and trunk road network often providing the sole means of access to vital lifeline services. Poor conditions and long journey times along the routes can place a significant constraint on the ease and comfort with which residents can access employment and lifeline services such as health, education, retailing and banking.</p> <p>Poor condition of the road network also acts as a barrier to growth among local businesses by adding to journey times, increasing the cost of transport, increasing vehicle operating costs and restricting labour catchment areas. The quality of the road infrastructure is also a determining factor in regards to the area’s ability to attract inward investment.</p>
<p>Location (description, map reference, or map)</p>	<p>A83 Tarbet to Campbeltown</p>
<p>Public Engagement to date (guide - 100 words)</p>	<p>A82/83 Contingency Planning workshop includes representatives from Argyll and Bute Council, Transport Scotland and local business groups e.g. Argyll Timber Transport Group. A recent Citizens Panel survey undertaken on behalf of Argyll and Bute Council identified that 44% of panel members (80% in Mid Argyll, Kintyre and Islay) had been effected by closures on the A83 due to landslips at the Rest and Be Thankful. The most common effect of the closure was having a longer journey time (36% and 74% in Mid Argyll, Kintyre and Islay) however, around a quarter of Panel members also had to cancel journeys (22%) and have incurred additional costs (23%).</p>

Environmental Study / Assessment available? (yes / no)	The Council understand that any future upgrade schemes would be subject to an Environmental Assessment in line with the DMRB requirements.
<i>If yes, what significant effects were identified</i>	
Delivery timescale	TBC
Development lifespan	
Consents required	Land negotiations might be required for certain schemes.
Visual representation of the development available?  <i>If yes, please list and state if provided.</i>	