

**THE A83 BETWEEN CAMPBELTOWN AND KENNACRAIG**

---

**1. SUMMARY**

- 1.1 This report deals with the Business Case which considers the case for trunking the A83 between Campbeltown and Kennacraig and makes recommendations to Members.

**2. RECOMMENDATIONS**

- 2.1 It is recommended that Council agree to pursue the trunking of the A83 between Campbeltown and Kennacraig and delegate authority to the Acting Executive Director of Development and Infrastructure Services to commence detailed discussions with Transport Scotland regarding the transition.

**3. DETAILS**

- 3.1 The Scottish Government has recently set out a commitment to enter into discussions with Argyll and Bute Council regarding the case for trunking the A83 between Campbeltown and Kennacraig.
- 3.2 The Kintyre Peninsula has in recent years attracted significant investment in business sectors that are central to the Government Economic Strategy and vital to Scotland's economic competitiveness: renewable energy; manufacturing; tourism; and food and drink, including whisky.
- 3.3 The Council has invested in and maintained the integrity of the section of the A83 for which it has been responsible. However, given the changed strategic significance of this route, there is now a clear case for the adoption of the entirety of the A83 through to the New Quay Pier in Campbeltown.
- 3.4 A Business Case has been prepared following consultation with officers in Economic Development, Roads, Planning and Transport Scotland.
- 3.5 The Business Case considers the case the following 2 options:-
- Option 1 – form part of the trunk road network, and the responsibility for its management and maintenance transfer to the Scottish Ministers;
  - Option 2 – (Do nothing) remain a 'local road' and the responsibility for its management and maintenance remain with Argyll and Bute Council.

- 3.6 There are a number of opportunities and threats associated with the potential trunking of the A83 south of Kennacraig. However, it is considered that the key risks identified can be mitigated through effective management and on-going dialogue and cooperation between the Council, Transport Scotland and BEAR Scotland, the operating company managing the Trunk Road network in Argyll and Bute.
- 3.7 The recommendations of the Business Case are that in order to best secure the future of this strategically important asset and promote the case for future investment in coming years, trunking is considered to be the preferred option.

#### **4. CONCLUSION**

- 4.1 This report is a covering report for the Business Case which considers the case for trunking the A83 between Campbeltown and Kennacraig.

#### **5. IMPLICATIONS**

- 5.1 Policy This business case takes cognisance of key national, local and regional transportation and economic development policy goals and the proposals have been shown to be consistent with the key visions and outcomes set out in the following documents:-

- Scottish Government Economic Strategy;
- Hitrans Regional Transport Strategy;
- Argyll and Bute Council Local Transport Strategy;
- Argyll and Bute Council Economic Development Action Plan

Kintyre is strategically significant with regards to the Scottish Governments renewable energy targets, growth in the whisky and tourism sectors and the lifeline and strategic public transport services which provide connections to local islands and the Central Belt. The A83 is key to the continued development of Kintyre as this is the major transport artery in the region and following the introduction of the new ferry service linking Campbeltown and Ardrossan the A83 will also provide a secondary route between Argyll / West Highlands and the Central belt. This is

significant as the Campbeltown to Ardrossan ferry service will provide resilience in the event of emergency and planned road closures on the wider trunk road network which have significant adverse impacts on the economy of Argyll. The A83 is vital to the continued and future success of ferry and other public transport services in Kintyre as this is the principal access route for passengers and vehicular traffic. This is a key factor which warrants consideration of the trunk road being extended south of Kennacraig to Campbeltown.

5.2	Financial	Potential reduction in GAE of up to £500K
5.3	Legal	Legal agreement required between Transport Scotland and Argyll and Bute Council
5.4	HR	Potential TUPE implications for some Council employees
5.5	Equalities	None Known
5.6	Risk	The key risks associated with the proposals are considered to be the reduction in GAE and loss of control with respect to future development aspirations, winter maintenance, prioritisation of repairs and future road improvement schemes along the A83 corridor. Kintyre is an area with significant economic potential and it is vital that appropriate and sustainable growth in the tourism, business and renewable energy sectors is not threatened by overly onerous planning/development regulations. It is however, considered that many of the risks identified will be mitigated through effective management and continued dialogue and cooperation between the Council, Transport Scotland and BEAR Scotland.
5.7	Customer Services	None known

## 6. APPENDICES

6.1 Appendix 1 - Business Case – A83 between Campbeltown and Kennacraig.

**For further information contact:** Jim Smith, Head of Roads and Amenity Services  
Tel: 01546 604324

November 2013