

Open Letter to Partick Harvie MSP and Lorna Slater MSP 27 September 2021

Dear Patrick and Lorna,

As you may be aware from Ariane, I am chair of the A83 Rest and Be Thankful campaign group. We represent 1,500 businesses throughout Argyll who are campaigning for swifter action to fix the ongoing issues of road closure, diversions and delays which have affected access to and from Argyll for over 10 years. This lifeline road has not been fully open since the 4th August 2020 and despite millions of pounds being spend on mitigation measures we still do not have a two way road that is open when it rains. I have attached a briefing document which highlights some of the impact this is having on the people and businesses of Argyll.

We also believe this is a climate emergency and based on your recent partnership with the SNP are very keen to hear your view on the following?

Are you in agreement that remote communities should have good quality, safe and efficient roads and that the A83 and A82 roads into Argyll need significant investment and upgrading to make them safe to use?

Excluding the economic impact, we estimate road closures, we estimate the impact to the environment on idling traffic waiting at lights or for a convoy, or with the increased impact of 30-60 miles diversions - for a two-mile road closure - to be an extra 3,300 tonnes of CO2 into the atmosphere. The increasingly dryer spring and summers with wetter intense rainfall events have also increase the frequency and intensity of landslides. With an estimated 100,000 tonnes of unstable material at the RABT, would the Green Party describe this as a climate emergency?

The A83 now has long term partial closures with traffic lights delaying traffic at the RABT, Butter Bridge, and South of Inveraray which we estimate to produce 3 tonnes per day from idling traffic. At two of these sites the lights have been in place for months with no work happening at all. Does the Green Party think we should tolerate partial road closures and unwanted congestion when clearly work has not been planned to start?

From a green perspective would you prefer a solution that builds a bridge or viaduct above the risk area, continues to dig a road into the hillside, or buries it in a tunnel?

It would be good to understand your views on these questions and to understand if you support our cause to have a safe two way road into Argyll that stays open when it rains.

Kind regards


John Gurr

Chair of the RABT Campaign Group



Contact us

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