

OCTOBER 2023 WEATHER EVENT UPDATE

1.0 INTRODUCTION

- 1.1 This is a follow up to the report presented to the Policy and Resources Committee on 5 December 2024 in respect of the October 2023 weather event.

[Policy and Resources Committee - October 2023 Weather Event \(Item 9\)](#)

2.0 RECOMMENDATIONS

- 2.1 It is recommended that the Environment, Development and Infrastructure Committee: -
- a. Notes the updates on the current position of the projects.

3.0 DETAIL

- 3.1 The table overleaf summarises the current status of the infrastructure repair and reconstruction projects arising from the weather event in October 2023 as at February 2025. Those works coloured green are complete.

Update on Works Progress, Scheduled Completion & Estimated Total Costs

LOCATION	ONGOING WORKS/PROGRESS UPDATE	SCHEDULED COMPLETION	ESTIMATED TOTAL COSTS
A816-110 Cuilfail Hotel Bridge, Kilmelford	<p>Upstream training walls, bridge parapets, pedestrian walkway, scour protection and upstream debris barrier works largely completed November 2024.</p> <p>Some final work required in Spring 2025 due to SEPA delays and changed advice received in final week of in-water works, additional SEPA Licencing now required.</p> <p>No additional costs identified at this stage.</p>	<p>Majority of works completed by January 2025.</p> <p>Parapet copes due for completion Spring 2025.</p> <p>Upstream north training wall works expected to be completed in Summer 2025 (previously anticipated to be Spring).</p>	<p>£200k (revenue) £2.086m (capital) - NO CHANGE</p>
B844-010 Kilninver Bridge <i>Phase 1</i>	Phase 1 works completed October 2023.	Phase 1 – October 2023 - WORKS COMPLETED	£180k (revenue) –
B844-010 Kilninver Bridge <i>Phase 2</i>	<p>Designs for Phase 2 works being carried out in-house with a view to works being tendered mid 2025.</p> <p>Any risks incurred from the delays to the Phase 2 works are being monitored and controlled to ensure the road network remains safe.</p>	Phase 2 - Late Summer 2026 - NO CHANGE	Phase 2 works being incorporated into Bridge Replacement scheme already funded - NO CHANGE
C30 Ford to Malevich	Works completed and road fully reopened.	July 2024 - NO CHANGE - WORKS COMPLETED	£864k (revenue) - NO CHANGE - FINAL COSTS

<p>B836-060 Balliemore Bridge, Glen Lean</p>	<p>Further to significant delays and additional costs incurred from diversion of OpenReach apparatus within damaged bridge, demolition of the existing bridge is ongoing – due to be completed late 2024.</p> <p>New bridge construction planned early 2025.</p>	<p>Programmed for completion Spring 2025 - NO CHANGE</p>	<p>£1.150m (revenue) £1.448m (capital) - NO CHANGE <i>It is anticipated that there may be some increases in cost on this project but these have been accounted for within the wider bridge strengthening programme with budget confirmed as available to support these costs.</i></p>
<p>A816 Bealach Mor, Kintraw, Ardfern Works to February 2024</p>	<p>Initial response including clearance and quarry works. Further clearance and scaling/stabilisation works Construction of Bypass and Loop road.</p>	<p>February 2024 - WORKS COMPLETED</p>	<p>£2.285m (revenue) - NO CHANGE</p>
<p>A816 Bealach Mor, Kintraw, Ardfern Works March to September 2024</p>	<p>Stability, drainage and safety works. Standing by and ongoing maintenance. Traffic management to September. Contractor Project Management Costs</p>	<p>September 2024 - WORKS COMPLETED</p>	<p>£1.995m (revenue) - NO CHANGE</p>
<p>A816 Bealach Mor, Kintraw, Ardfern Works to</p>	<p>Ongoing works to bypass road continue for vehicle safety barrier, edge markers. Monitoring of Kintraw hillside in place to manage movement of traffic onto bypass route when necessary.</p>	<p>Bypass road works programmed for completion by March 2025 (previously anticipated to be December 2024)</p>	<p>£220k (revenue) - NO CHANGE</p>
<p>A816 Bealach Mor, Kintraw, Ardfern</p>	<p>Rockfall protection barriers have been installed within the road</p>		

Rockfall barrier	corridor and traffic has been moved back to the A816 under traffic lights without a convoy system.	End of September 2024 - WORKS COMPLETED	£400k (revenue) - NO CHANGE
A816 Bealach Mor, Kintraw, Ardfern convoy system 'v' fixed traffic lights	Traffic has been moved back to the A816 under traffic lights without a convoy system.	Removal of Convoy system - End of September 2024 - NO CHANGE - COMPLETED	£255k (revenue) - NO CHANGE
A816 Bealach Mor, Kintraw, Ardfern convoy system 'v' fixed traffic lights	Traffic lights operating on generator power until mains electric supply secured. Mains electric connection being progressed for traffic lights. Ongoing traffic lights operation until new, permanent road alignment.	Generator power – to end of March 2025 - NO CHANGE New mains power connection by end of March 2025 - NO CHANGE Traffic Light operation – ongoing until permanent, new road - NO CHANGE	
A816 Bealach Mor, Kintraw, Ardfern – permanent diversion onto a widened alignment of the emergency route	Following receipt of a high value quotation from the existing Specialist Contractor to deliver scheme in full accordance with design standards, we are assembling a feasibility options report with the aim of being in a informed position to		

	<p>select the optimum permanent solution design.</p> <p>Once the preferred option has been approved, a ground investigation and consultations with stakeholders will take place to inform the design and build contract.</p> <p>A design and build contract shall be prepared and tendered ensuring best value is secured.</p>	<p>3 – 5 years - NO CHANGE</p>	<p>£1.1m (capital) - At this time there is no change to report however it is noted that there is significant variance between the original cost estimate of £1.1m provided by the specialist contractor employed to undertake the temporary works. A key purpose of the options study currently being progressed is to arrive at a more accurate cost estimate and enable the selection of a preferred option which provides the highest value for money overall.</p>
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4.0 CONCLUSION

4.1 This report summarises and provides update on the works that have been undertaken and completed and those that are ongoing in relation to the extreme weather event which occurred on the weekend of 7 October 2023 and which was the wettest 2-day period on record for Scotland since 1891 in which Argyll and Bute was the worst affected area.

5.0 IMPLICATIONS

5.1 Policy – Policies in place for climate change, coast protection etc where applicable these policies are being worked to.

5.2 Financial – No further financial implications identified at this time.

5.3 Legal – Various land agreements necessary for individual locations.

5.4 HR – None known.

5.5 Fairer Scotland Duty:

5.5.1 Equalities - protected characteristics – None known.

5.5.2 Socio-economic Duty – None known.

5.5.3 Islands – None known.

- 5.6 Climate Change – The impact of the storm is very closely linked to climate change and the October event has highlighted to need for further adaptation to be made to infrastructure to increase our resilience to future weather events. The level of investment to improve resilience is expected to be significant.
- 5.7 Risk – Significant risk of similar future events impacting our infrastructure.
- 5.8 Customer Service – None known.
- 5.9 Rights of the Child (UNCRC) – Investment to improve our road network will contribute to a safer environment for young people to thrive in.

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