



- Beast from the east February 2018;
- Sea wall wash out Bute December 2021;
- Numerous flood events in locations such as Lochavullin Oban, East and West Clyde Street Helensburgh, Rothesay, Campbeltown (flood prevention works underway) Lochgilphead Front Green etc.

3.2 The map below shows each of the locations where there was disruption caused (road closed or traffic restricted) across Argyll and Bute's road network on 7 October 2023. It is interesting to note that the weather band was very localised sweeping through the central part of Argyll and Bute, this is illustrated with the damage caused. Also, and perhaps quite unusual, is that the majority of damage caused took place inland rather

event and two separate Members Seminars were held in November and December 2023 – copies of these slides can be provided on request.

3.4 The works carried out by following the rain event were extensive with dozens of locations requiring attention from simple cleansing of a small drain to significant landslides and bridge replacements.

3.5 The majority of locations where damage occurred have been reinstated and permanent works are in place. The following table summarises locations where works are still outstanding:

Location	Ongoing works	Scheduled completion
Kilmelford	Bridge parapet, bridge training walls, scour protection along upstream and downstream and narrow footway on the upstream side of the bridge	Late Summer / Autumn 2024
Kilnilver	Rock amour protection to the south east banking which abuts the bridge	Late Summer / Autumn 2024
C30 Ford to Dalavich	Finalising rock protection and vehicle barrier	End of April 2024
Glen Lean B836	Construction of permanent bridge and removal of temporary structure	Late Summer / Autumn 2024

A816 Kintraw catch pits at base of unstable slope

Catch pits and bunds to be completed following the completion of the last of the temporary works land agreement

License agreement anticipated soon with approximately 4-6 weeks of work following signing of the agreement

This will allow traffic back onto the original route of the road subject the hillside being stable (monitored via cctv system, hillside saturation level and forecast rainfall). Temporary diversion to be used should there be

	<p>traffic lights (wireless radio signals don't have a clear line of sight and would be unreliable).</p> <p>Cost options are being worked up</p>	
<p>A816 Kintraw – permanent diversion onto a widened alignment of the emergency route</p>	<p>Archeologist has carried out further investigative works and have given positive feedback. The next stage is further design work including ground investigation, ecology and archeological which will allow for permissions to be sought and a final design progressed for a permanent solution</p> <p>Cost options are being worked up</p>	<p>2 – 5 years</p>

### **Expenditure and Bellwin Scheme Claim**

- 3.6 The Bellwin Scheme exists to give special financial assistance to Local Authorities who would otherwise be faced with an undue financial burden as a result of providing relief and carrying out immediate work due to large-scale emergencies. As a result of the weather incident in October, Argyll and Bute Council activated the Bellwin Scheme with Scottish Government.

	<b>Total £000</b>	<b>Scottish Government £000</b>	<b>Council £000</b>
Revenue Expenditure Claimed Via Bellwin	5,356	4,344 (already received) 483 (final claim due)	529
Revenue Expenditure outwith 4 month period	839	457 (included in £2.3m payment)	382
Capital Expenditure not claimable via Bellwin	4,348	1,843 (included in £2.3m payment)	2,505
<b>Total Estimated Expenditure</b>	<b>10,543</b>	<b>7,127</b>	<b>3,416</b>

### **Next Steps**

- 3.10 Our initial focus is to complete the various works still outstanding and to continue to monitor slopes where debris flows may affect the road network. Cost estimates are being finalised for the convoy 'v' traffic lights e ermi nt lution for the A816 Kintraw.
- 3.11 Climate change is a significant challenge to the Council for a number of reasons but not least it is a challenge for the road and transport infrastructure. This report highlights some of the challenges faced recently and over the last decade or so. The road and wider transport system provides the economic backbone for our communities. We need to have infrastructure which is fit for purpose and sufficiently resilient to withstand the increasing weather challenges we are experiencing which are linked closely to climate change. The building of a bypass on the A816, strengthening bridges, and modifying roadside ditches are all adaptations being progressed to better accommodate some of the climate changes we are seeing. However, more will be needed to be done and whilst the works mentio above will increi e our i© rastructure's resilience to future wei... er events, the network overall is fragile and unable to cope with significant weather events.
- 3.12

