

# A83 Rest and be Thankful



## Stakeholder Update

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**Location: MS Teams**

**18 November 2020**

**14:00 – 15:00**

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## Presentation Summary

- Overview of Recent Events
- Ongoing Works on Hillside
- Monitoring and Decision Making
- Landslide Comparisons
- Communications
- Next steps
- Q & A





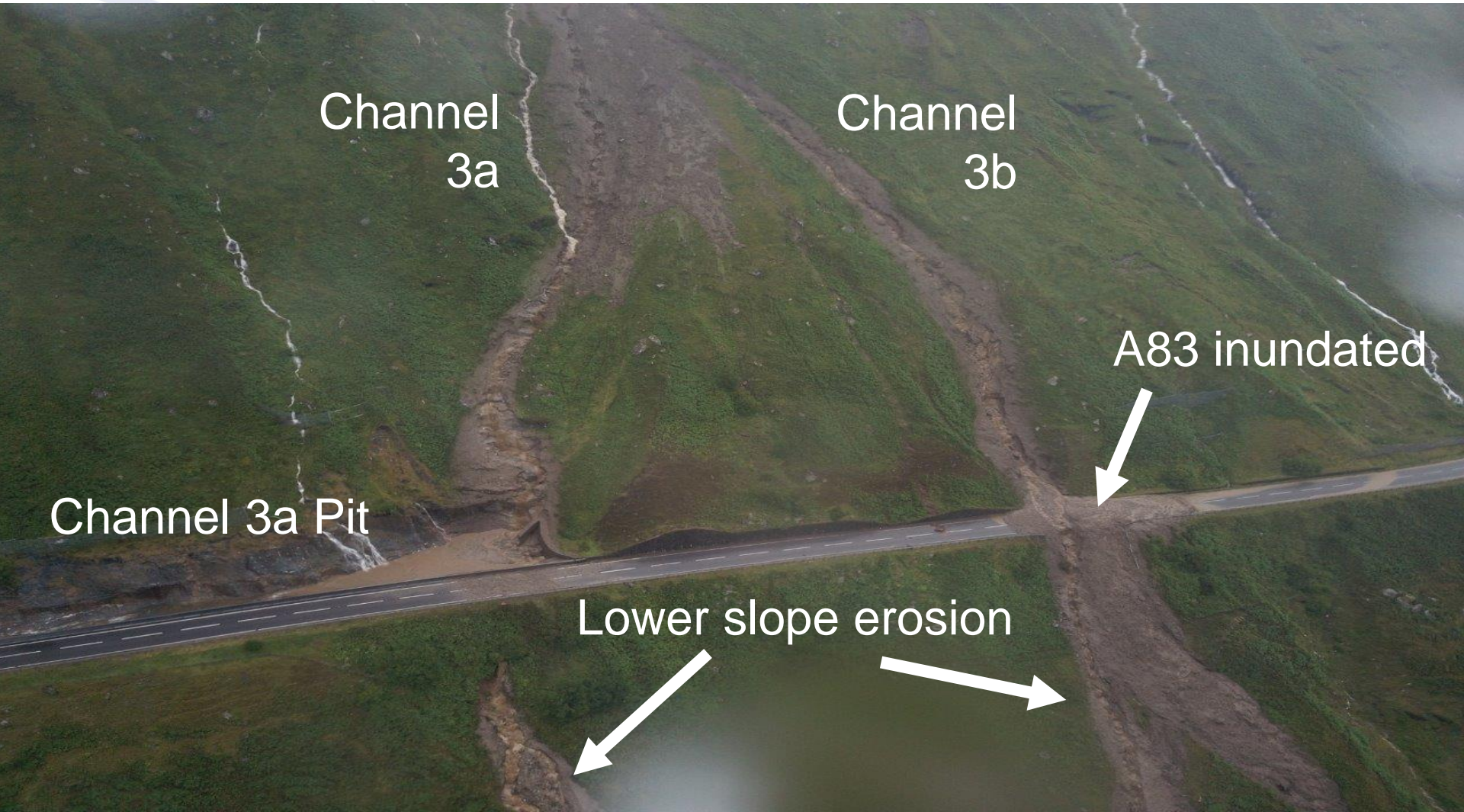
# A83 Rest and be Thankful

Incident on 4 August 2020 (10,000 tonne event)



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Channel  
3a

Channel  
3b

A83 inundated

Channel 3a Pit

Lower slope erosion



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Incident on 4 August 2020



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**A83 carriageway inundated and undermined**



**Construction of new retaining wall/culvert**



**Significant channel debris**



**Temporary pit and roadside mitigation**



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Landslide Recovery Effort – August 2020



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A83 re-opened under single lane operation on 7 September.



Enhanced earthwork bund enhanced above Old Military Road.



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Incident on 13 September 2020



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5,000 Tonne event impacted A83 and OMR



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Incident on 13 September 2020



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- A83 inundated with material from newly formed Channel 3b.
- Safety barrier and pedestrian guardrail provided some retention.
- New retaining wall supporting A83 withstood landslide event.



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Landslide Recovery Effort - September 2020



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- Significant debris clearance undertaken.
- Limited remedial works required to road infrastructure assets.
- A83 re-opened under traffic signal control 24 September.



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Channel 3b Mitigation – Watercourse Diversion



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- Machine helicoptered onto hill to return watercourse to original line.



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20 & 21 October 2020 Rainfall Event



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- Yellow weather warning issued for 20 and 21 October.
- OMR local diversion implemented 19 October as proactive measure.
- 86mm of rainfall experienced in 48 hour period.
- OMR closed midnight 21 October due to overtopping and erosion of slope below A83.
- OMR re-opened on 22 October following inspection and remedial action.



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Incidents - 31 October 2020



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- OMR diversion implemented 30 October in response to Yellow weather warning.
- OMR closed 31 October (AM) due to landslip events and surface water flow.
- 106mm of rainfall experienced in 48 hour period.



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Incidents – 31 October 2020



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1200 Tonne event  
Caught in debris net





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Incidents – 31 October 2020



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2400 Tonne event  
Caught in debris nets



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Incidents – 31 October 2020



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Only soil slurry and surface water deposited on A83

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Incidents – 31 October 2020



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River Croe overtopped and hillside surface water inundated OMR



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Landslide Recovery Effort - November 2020

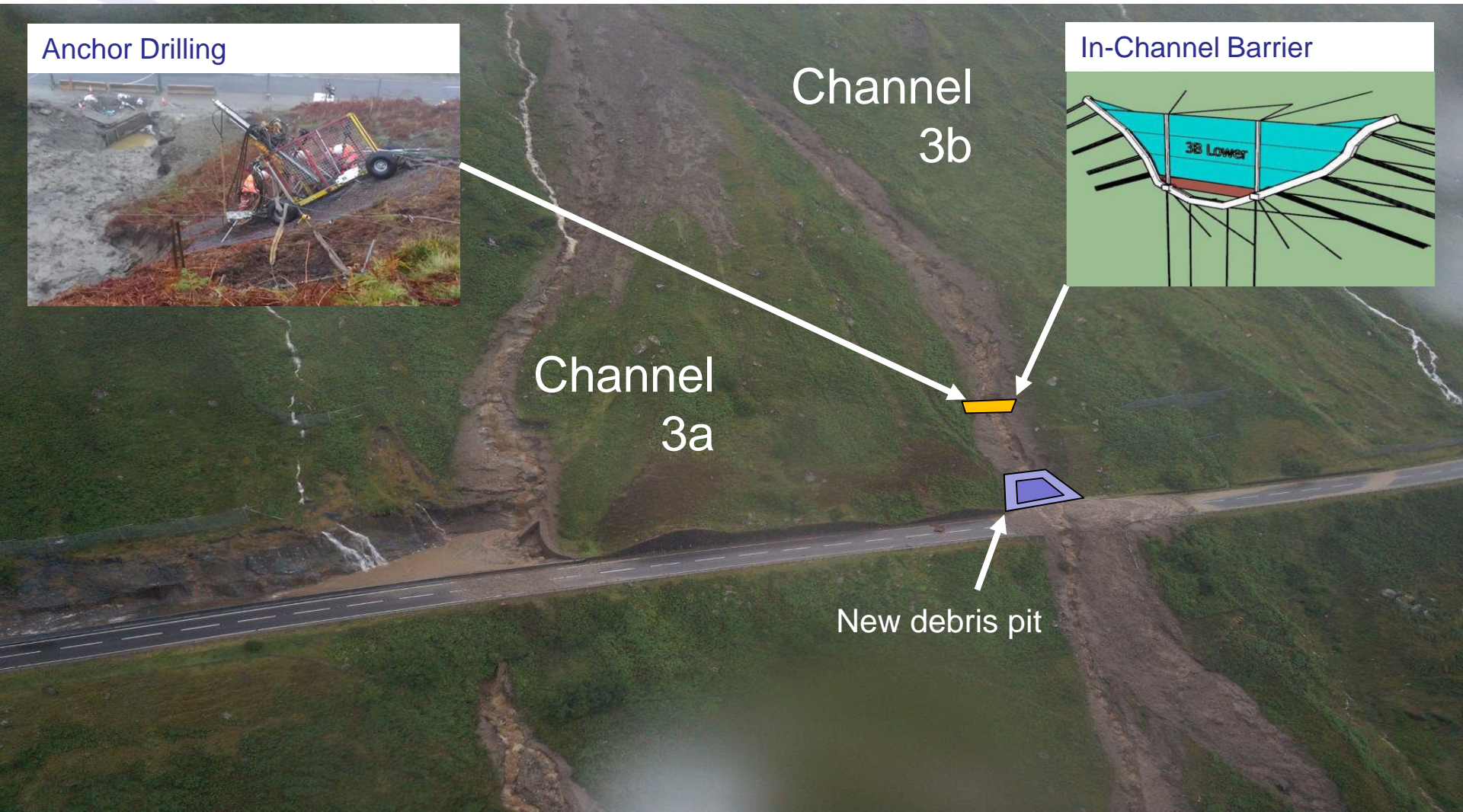
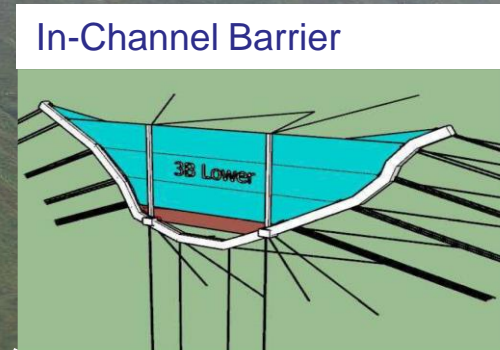


- OMR re-opened to traffic 2 November.
- Rock fall barriers emptied and debris clearance undertaken.
- Rockfall barrier repairs required for A83 to become operation.
- A83 readied for re-opening 16 November.



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## Further Mitigation Measures in Channel 3b



Channel  
3b

Channel  
3a

New debris pit



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Further Mitigation Measures in Channel 3b



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## Monitoring



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- Geotechnical Inspections
- Spotters
- On-site weather monitoring
- Hillside movement monitoring
- Inspection of in-channel debris
- Lower slope and culvert inspections
- Time-lapse photography





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## Monitoring



Upper Slope above Channel 3b



View from Channel 3b to upper slope



Time-lapse Imagery - Movement Vectors



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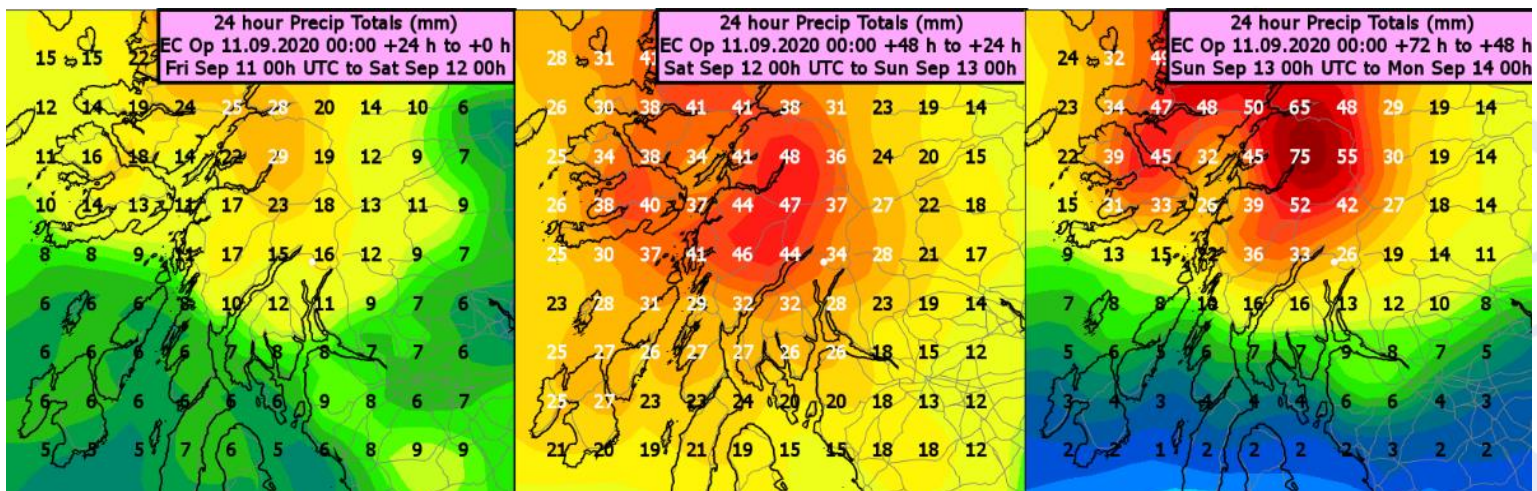
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## Decision Making

- Transport Scotland and BEAR Scotland engage on a daily basis.
- Expert advice taken from geotechnical and meteorological specialists, Police Scotland and Traffic Scotland.
- Inputs support pre-emptive planning/decision making for road operation.
- Two calls per day held when weather and on-site monitoring poses concern.
- **The safety of road users and operatives is paramount in decision making.**





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## Landslide Comparisons



### 2020 Events

- 3 major landslides totalling 20,000 Tonnes of material.
- Considerable depth of soil present within Channel 3b.
- Channel 3b contains significant residual material.
- Saturation of scarred area maintained by wet weather.
- Slope degrading with continuing material movement.

**Risk to A83 and OMR generated by weather and hillside conditions.**

### Pre-2020 Events

- Maximum landslip event induced 2500 Tonnes of material.
- 2007 to Jan 2020 landslide cumulative total <10,000 Tonnes.

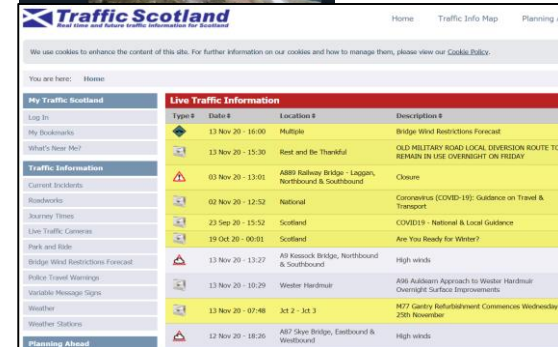
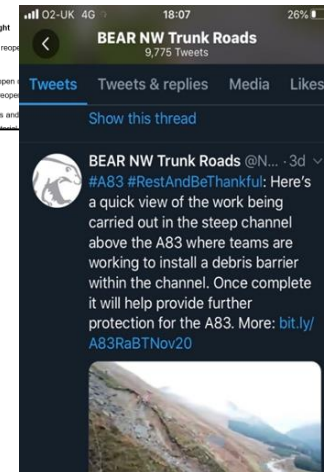
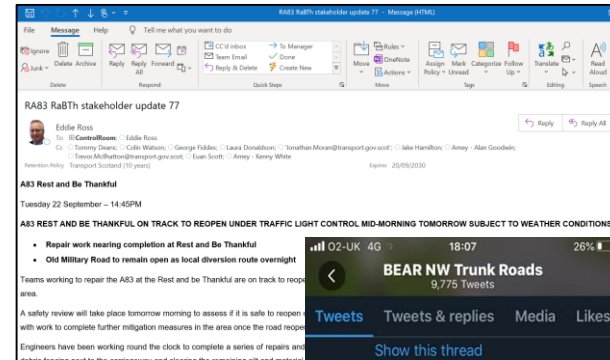


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## Communications



- **Stakeholder Updates**  
Issued daily or as required  
(142 issued to 17 November 2020)
- **Twitter Updates**  
BEAR Scotland (@NWTrunkRoads)
- **Traffic Scotland ([www.trafficscotland.org](http://www.trafficscotland.org))**  
Website or app and Twitter (@traffic Scotland)
- **Variable Message Signs**
- **Press releases, media including:**  
Radio, TV, local & national newspapers  
(82 issued to 17 November 2020)



Live Traffic Information			
Type #	Date #	Location #	Description #
🚧	13 Nov 20 - 16:00	Multiple	Bridge Wind Restrictions Forecast
🚧	13 Nov 20 - 15:30	Rest and Be Thankful	OLD MILITARY ROAD LOCAL DIVERSION ROUTE TO REMAIN IN USE OVERNIGHT ON FRIDAY
🚧	03 Nov 20 - 13:01	A889 Balfour Bridge - Lagan, Northbound & Southbound	Closure
🚧	02 Nov 20 - 12:52	National	Coronavirus (COVID-19): Guidance on Travel & Transport
🚧	23 Sep 20 - 15:52	Scotland	COVID19 - National & Local Guidance
🚧	19 Oct 20 - 00:01	Scotland	Are You Ready For Winter?
🚧	13 Nov 20 - 13:27	A9 Kessock Bridge, Northbound & Southbound	High winds
🚧	13 Nov 20 - 10:29	Wester Headmar	A96 Auldharn Approach to Wester Headmar Overnight Surface Improvements
🚧	13 Nov 20 - 07:48	A12 - J13	M77 Gairloch Refurbishment Commences Wednesday 25th November
🚧	12 Nov 20 - 18:26	A87 Slieve Bridge, Eastbound & Westbound	High winds



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## Next Steps

- In-Channel 3b barrier (end Nov / early Dec subject to weather).
- Channel 3b catch-pit construction.
- Repair Channel 3a and 3b lower slopes above OMR (Spring 2021)
- Continue planned construction of Channel 1 catch-pit and debris fence.
- Ongoing monitoring of hillside conditions and mitigation.
- Investigate and design further mitigation works.
- Assess condition of the OMR and improve as required.
- Hillside tree planting – Autumn 2021 (Deer fence Spring 2021).



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## Q & A



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## Glen Croe Forestry Commission Track



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## Glen Croe Forestry Commission Track

