

Stromeferry Appraisal – Public Consultation held on
27th & 28th March 2014 in Lochcarron and Achmore

42 responses were received in writing following the public meeting and made comment on the routes which were part of the display materials. (Around 100 people attended the drop-in session held in Lochcarron and an additional 50 attended in Achmore).

Summary of the 42 responses are as follows:

Total number of responses	=	42
Of which were Anonymous	=	11
Responses who expressed a preference (named individuals)	=	29
Responses who expressed a preference (Anonymous)	=	5
Total number of Responses who expressed a preference	=	35

The feedback forms have been reviewed, the tables below summarise comments on route selection. Where a respondent clearly expressed a preference for a route they are recorded as 'yes'. At times the respondents rejected a route as they thought it was unsuitable. These responses have been recorded as 'no'. The tables below give the number of positive and negative responses for each route corridor.

Total Responses				Total Responses			
	Northern Route Options	On-Line Options	Southern Route Option	%	Northern Route Options	On-Line Options	Southern Route Option
Yes	19	5	11	Yes	45.2%	11.9%	26.2%
No	10	5	7	No	23.8%	11.9%	16.7%

Named Individual Responses				Named Individual Responses			
	Northern Route Options	On-Line Options	Southern Route Option	%	Northern Route Options	On-Line Options	Southern Route Option
Yes	16	5	10	Yes	55.17%	17.24%	34.48%
No	10	4	7	No	34.48%	13.79%	24.14%

Summary

- 45 – 55% of people, who responded, favoured the northern route option. It can be seen that the northern route option (bridge over the Strome narrows) is more popular but also attracted most opposition with 24 – 34 % of people against a bridge crossing.
- 26 – 34% of people, who responded, favoured the southern route option through Attadale and Glen Udalain. 17 – 24 % of people were against this option.
- 12% of people, who responded, favoured an online option. 12 – 14% of people who responded were against an online option.

The copies of the full responses are included in Appendix A

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APPENDIX A

Comments

Thank you for attending the public exhibition. We would be grateful if you could take the time to provide any feedback or comments you may have in relation to the current Strome ferry Bypass Options Appraisal using this comments sheet. You can return this sheet to the box provided at the exhibition or to the address below.

ARE URS AWARE OF THE KIRKTON WOODLAND DEVELOPMENT? IS ROUTE CUTS THROUGH THE DEVELOPMENT

ARE URS AWARE OF A POTENTIAL UNESCO BIOSPHERE RESERVE AND THE IMPACT AN EXTENSION MIGHT HAVE ON LOCHCARRON?

Name & contact details (optional):

For further information or comment contact:

Address: Garry Smith, The Highland Council, Transport Environmental and Community Services, Project Design Unit, Drummuie, Golspie, Sutherland, KW10 6TA.

Email: garry.smith@highland.gov.uk

Tel: 01408 635 313

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- 1) Onlive options :- I am under the impression that the rock below water level is as steep and unstable as the rock above. This doesn't seem a realistic choice for a large investment, given that it could be ~~as~~ as unstable in the long term as the current route.
- 2) Low level bridge makes ~~the~~ good sense, especially if the Kishom development goes ahead
- 3) Southern option: Land aquisition issues + altitude - affected by snow in winter.

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27th & 28th March 2014 – To provide an update on the options for the A890 Strome ferry bypass

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The Northshore low level Bridge would
be the preferred option

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North shore option please.

Safest winter option for our children.

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First of all, thank you for such a clear, concise presentation – + for all of the mountains of details you have sorted through.

First choice for me + most locals would be the No 9. Understanding that the 3 main issues are 1) money, 2) money, + 3) money, this will never happen unless Kishorn starts up. Then the company coming in would pay towards the road construction + make the bridge option viable.

S4 is the clear winner, considering the 3 major issues above. BUT you wouldn't be dealing with the average landowner. With the landowner's son being the Permanent Secretary of the Treasury of the country, there's plenty of power, influence, + money to fight a compulsory purchase order. Lots of luck with that if the S4 is chosen.

In closing, most sincere thanks for making it clear that something will finally be done! After all, that's what really matters.

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SOUTHERN ROUTE

CAN THIS FOLLOW EXISTING TRACK
THROUGH GLENN WAZAIN
STILL BELOW 300M CONTOUR
TO SHORTEN ROUTE AND GET
CUT/FILL BALANCE

Name & contact details (optional):

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Any plan to ~~drive~~ INCREASED TRAFFIC THROUGH THE
CENTRE OF THE VILLAGE WOULD DRAMATICALLY
INCREASE SAFETY CONCERNS FOR LOCAL SCHOOL
CHILDREN, SHOPPERS, CHURCH GOERS, VILLAGE HALL USERS
ETC

All villages with major routes through them
try to achieve a 'by pass' - intentionally routing
traffic into a village would be madness
in the extreme.

The northern route 'with by pass' or southern
route are the only reasonable options.

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Accommodation bridges required
on north shore between
Crofts and common grazing.
Are these listed?

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Follow up comment re village by pass.

I note from your costings of North Aisle

with or without by pass of Loch Carron

the by pass would cost £3m.

(100m with vs 79m without)

thus it is an ~~easy~~ 'no brainer' from a village
safety aspect to include the by pass

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NORTHERN ROUTE

- ① STROME WOOD NOW IN PRIVATE OWNERSHIP
- ② KIRKTON WOOD COMMUNITY OWNERSHIP
- ③ LEISURE CENTRE PLANNING PERMISSION

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The North/South traffic flow through the By-Pass is wrongly thought to be heading mainly towards Inverness etc. In reality much of the non winter flow head towards Garloch from Achrasheen or towards Ullapool/Sutherland from Gorston.

This mistaken assumption massively understates the advantage which come from a bridge. Much of the traffic flow would be channelled through Lochcarron / Sheldair / Garloch if a bridge were to be constructed - The benefit in terms of jobs and revenue to businesses which flow from a bridge would be enormous. The 'online' option results in traffic continuing being directed away from Wester Ross.

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ASTRONOMICAL TIDES
YACHTS NEED 22m CLEARANCE
ON STROME BRIDGE

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OPTION N9 IS ONLY SOLUTION

Name & contact details (optional):

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27th & 28th March 2014 – To provide an update on the options for the A890 Strome ferry bypass

Comments

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Very coherent & logical
the analysis of the data displayed
is most helpful
My own preference, on aesthetic grounds,
would be for GLEANN UIDALAIN.
Relieved to see that N6 appears to
be ruled out.

Name & contact details (optional):

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BRIDGE OR TUNNEL AT
STROME WITH ROADS.
DONE BY PASSING LC VILLAGE

Name & contact details (optional):

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GLEN UDALAN ROUTE

Name & contact details (optional):

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1. The route I would like to see is the Rack in the lock or road over rail as this has minimum impact to current layout of area. But understand it could have temp impact on traffic
2. Attardale route would have min impact as 99% of work would be out of site and therefore have min impact on traffic during const.
3. North route has too many problems.
Site of Bridge. Too many properties disturbed
Business impact
Large impact during building
Possible impact on recreation due to limit of height under bridge

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As a business owner on main st, There is only one option for me and that is the road over Glen udalain, This would be work carried out while everyone carries on. NO Business would loose its passing Trade, Just look at Kyelakin on Skege This village is dead since the building of the Bridge. People Travel This route to look at the view Not inside a tunnel, The yho ycats of Lochcarron Need access and a bridge over the Narrows would stop these.

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BRIDGE
AND BYPASS
LEACHARON

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I found your display very informative
I personally, am in favour of hochcarron bypass low level
option single delivery but if this was downgraded
to 4 phase and not completed until 2032
I would have to reconsider my opinion
Will you be giving indicators as to likelihood
of timescale before giving your preferred option

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I would like to know what is going to be put into place for stock on the Northern Routes to get to common grazing.

Also is deer fencing going to be erected along this route as deer use this frequently at this moment so road will be danger to both deer and people.

Has a good study been made of the flora (ie orchids) along the back of the crofts on the Northern Route.

I prefer the Southern Route.

What about a lifting bridge manned during daylight hours for boat passage.

Name & contact details (optional):

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Will there be access onto common grazing
on the North Shore option?

I think I prefer the South Route option

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I would think the best option is a bridge at the narrows other wise dockeroon would be completely cut of just like repetition on Skye.

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SCHEME OBJECTIVES

TRANSPORT MODE / INTEGRATION

WHY IS N9 GREEN COMPARED
TO ~~S4~~ S4 RED
(BOTH SIMILAR)

Name & contact details (optional):

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Impressed with costings + thoroughness of environmental/economic appraisals.

Surprised that the North (low level bridge) option is not significantly more expensive than other options.

~~With~~
Pleased that on-line option likely to be discounted as I think it would still leave a road unsuited to modern driving expectations.

Thank you for putting the exhibition on

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STROME FERRY BYPASS PUBLIC EXHIBITION **URS**

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I was here in this Hall for the same reason, ^{30 years ago} most people then wanted the bridge & I think that is still the same.
It was very well explained today.

Thanks
Charlie M. MacKae
Chairman Plockton District CB

Name & contact details (optional):

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I have no doubt that the north route, with low bridge and by-passing Lochcarron village is the best option presented. It not only takes you from A to B as on the present road but greatly improves access to the north to Kishorn and the north-west.

It is a pity that electricity generation is not at the present time an option, but in the future, as stated, it may become an economic possibility to suspend some form of generator from the bridge structure. Ducts should be built in to the structure to make such development easier should the possibility arise.

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The presentation was excellent.

While the N9 route has the problem of it affecting more land owners it also has the most benefits. If a wider and longer term view is taken then developing an improved route north/south has to be to the greater benefit of the overall economy.

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SCAN + FILE



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RECEIVED
- 1 APR 2014

Comments

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Having seen your recent public exhibition regarding the A890, my opinion remains the same as it was when I last wrote to you in 2012.

I therefore attach a copy of the comments I made at that time.

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COMMENTS

Because of the unstable geology and precipitous nature of the hillside, both above and below water level, no solution based on the existing route on the south-west side of the loch can be considered as a satisfactory permanent solution.

Upgrading the route on the north-east side of the loch would destroy the character of Lochcarron and antagonise many local land and property owners. The comparative cost of this scheme, including a bridge at Strome, probably rules this option out on financial grounds alone.

The Glen Udalain option is the only realistic route when considered for ease of construction, comparative cost and long term viability.

The "Doing Nothing" option should not be considered unless Highland Council is prepared to accept the consequences of any future accidents or fatalities while the existing route is in use. So far we have been lucky!

STROME FERRY BYPASS PUBLIC EXHIBITION **URS**

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Comments

TEC Services

1 - 20.7.2014
 Project Design Unit
 Golspie

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The warmest and most scenic

My route would be No 9. with a
 ① "old bridle route" from behind golf course onwards towards Kishorn Rd. with none productive land, semi circular slumbay crofts until strome above the castle. which a rocky hill was reached. this would be great for a secure foundation and would benefit all surrounding villages! Apple x, Sheilday, Tona press "Kishorn" development Plan and Lochcarron would still be included for tourist trade Also the bridge would be preferred by lots of advantages bringing communities together. Strome achmar & Skye traffic would also be included in this fantastic route

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Garry,

First of all my apologies for the delay in sending my feedback and also in letting you know that the exhibition was much appreciated generally in Lochcarron.

It was probably obvious when we spoke that my preferred option was route N9 for the following reasons:-

1) The bus route for children going to Plockton – from the east end of village to Achmore by N9 is approx. 12km; by S4 it is approx. 26km. Therefore the children/bus companies/parents will have an extra 28km round trip via S4 route. This will be increased for those people from outlying villages like Kishorn.

2) At present the existing route isolates Lochcarron village completely and S4 will not enhance that. N9 bypasses the village but tourists will be closer to it and when the examples of bypassed villages such as Shildaig, Kingussie and Newtonmore are examined, it is obvious how they have blossomed.

3) There is a distinct possibility that businesses in villages such as Kishorn, Shildaig and Torridon will also benefit as tourists become aware that it is possible to travel north by that picturesque route rather than go to Achnasheen and then northwards.

4) A major concern for Lochcarron residents is that if the Kishorn project goes ahead, which is most likely, the village will suffer from increased traffic volume. This will be avoided if the village bypass goes ahead and N9 will shorten the route from the west to Kishorn.

5) It is understood that the physical construction is probably easier on the S4 route but there is nothing on the N9 route that is beyond 'the ken' of engineers .

6) From the tourist perspective there is no doubt that the N9 route will be by far the more scenic route and the view from the bridge out towards Skye would be difficult to beat!

It is appreciated that cost will most likely be the deciding factor when it comes to choosing the route but surely it is important, especially when the costs of the main two routes are so close, that any route should be an improvement which not only solves the problem but also enhances the area.

Many years ago a similar exhibition was set up in the village by the Council. The public were asked for their preferred option and the bridge crossing at Strome was the choice. Unfortunately, for political reasons and because it was not the route preferred by the, at that time, Director of R and T., any improvement was shelved. I am sure this is still the preferred option although of course there will be some opposition to this.

Thanks to your team for providing more information than we have ever had before. It gives everyone a better insight into the benefits and obstacles for each route.

stromeferry bypass options - Message (HTML)

File Message

Ignore Delete Reply Reply All Forward More Meeting IM Move OneNote Actions Mark Unread Categorize Follow Up Translate Related Select Zoom

From: [Redacted] Sent: Tue 01/04/2014 22:00
To: [Redacted]
Cc: [Redacted]
Subject: stromeferry bypass options

Hi,

We wish to pass comment on the options for the Stromeferry Bypass. We were surprised at the sheer cost of some of the options and wonder whether this is justified in these times of austerity.

In particular we are concerned by option N9 with the erection of a bridge likely to be a blot on an iconic Scottish Landscape. There is also no mention in this proposal of the not insignificant number of householders who will have the amenity of their property blighted by the increased noise, loss of privacy and possible decreased views that this option would cause. It is also likely to detrimentally affect communities and businesses along the south shore to Strathcarron with the by-pass of Loch Carron possibly also affecting businesses in Loch Carron itself. Although we note it is not identified as producing any significant benefit, route s4 is less likely to have a detrimental effect on the environment and communities such as Strathcarron, and would be a pleasant route for tourists. We also assume that, as it is a new route, it would be unlikely to have any impact on existing properties. It would also appear to score well on the benefit to cost ratio. Perhaps the community links could be added at a later date. 04, the cheapest option, also acknowledges that future rock falls could be managed and we are unclear what the professional opinion on the likelihood of further rock falls is. Perhaps you could clarify this. We do of course appreciate that we are likely to have a more relaxed view of this risk as we are not affected in the same way as communities beyond Cuddies Point and Ardnaff. We look forward to hearing from you and hope that you will take our comments on board

yours sincerely,

[Redacted]

Stromeferry bypass - Message (HTML)

File Message

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From: [Redacted] Sent: Thu 24/04/2014 08:53
To: [Redacted]
Cc: [Redacted]
Subject: Stromeferry bypass

From
Sent: 22 April 2014 11:34
To: Strome Ferry Options
Subject: Stromeferry bypass

Dear Sirs

My preferred option for this route is the North shore option through Lochcarron (or bypass Lochcarron) with low level bridge over the Stromeferry narrows, an idea which was first suggested in the 1970's and passed over for the bypass road. In my opinion, the bridge would mean a one-off expense followed by relatively low maintenance costs thereafter. It would also considerably shorten the distance between Stromeferry and Lochcarron, and all points north and east, including Inverness. It seems to me to be the most logical answer as this route would not be adversely affected except in the most extreme winter weather, unlike the present road which has suffered considerable damage over the years and the other proposed road which climbs to over a thousand feet.

Yours faithfully

Strome Ferry Options

First, may I apologise for expressing my views on the stage 2 appraisal review of Strome ferry Bypass options in last week's *West Highland Free Press* before writing to you with them. This was simply a matter of available time and opportunity, although, in the event, the *Free Press* coverage of the public exhibition was so poor that I was very glad my letter was published to stimulate debate.

I attended the public exhibition in Lochcarron on 27th March. I am grateful for the opportunity to see and hear how the Council's thinking is developing on the provision of a safe and reliable road. I was impressed by the quality of the work that has been done, and I cannot fault the analysis of options presented.

My particular concern is about the 'north' route. I accept that the preferred route identified is the 'least unacceptable' option for this route, and is a huge improvement on some of the more ridiculous suggestions for this route that were considered in the stage 1 appraisal.

My concern is that (as you may know) we have just built, and now occupy, a new house beside Strome Castle in the grounds of our old house, Strome House, which we will shortly be putting on the market. At least we are spared the option of the causeway in front of Strome Castle and across Eilean Fraoich! However, we have built the house to feature the view westwards towards the Cuillins with Plockton and the Strome Islands in the middle distance. The bridge from Leacanashie to Portchuillin as proposed would cut straight across this view. As best as we can judge a projection of its height, it would exactly block our view of the islands and Plockton. The view to the Cuillins would be unimpeded but the sense of wildness would be greatly reduced, and on the approximately 3 days out of every 4 when the Cuillins are hidden in cloud, the remaining middle-distance view would be hugely despoiled by the bridge.

This is not just a personal concern. My study in the new house overlooks the approach to the Castle, and I can confirm that, even during the winter, 2-3 people a day stop to photograph that view, either from the road or from the Castle (and many more people in summer). The bridge would seriously detract from the view that they photograph, and might well therefore have an impact on the attraction of the area for tourism.

My equally great concern is about the new double-track road to the bridge which is proposed to run behind Stromemore. As far as I can judge, most of this will be screened from our new house, and so it is the 'least worst' option from our perspective. However, the traffic noise and headlights at night would destroy the peace and tranquillity that is such a feature of the community here and would therefore have a major impact on our amenity (and even moreso on houses closer to the road, including a new house that is currently under construction).

I recognise that there will be some benefit to us, in significantly shorter journey times to Kyle and to Fort William and the south by that route (as it currently takes at least 30mins to get round the loch from here to Strome ferry). Shopping in Kyle or even Broadford will become a more practical option, although this might well impact on local businesses in the village. However, we are likely to continue doing our main shopping in Dingwall and Inverness and most of our journeys will be across to Inverness for onwards travel southwards, and so the loss of amenity to us, as a result of the road and bridge, will far outweigh any small benefits that might result from this route.

On that basis, I feel my wife and I probably would feel duty bound to object to the bridge and road, should this scheme progress to the stage of a planning application, not least to balance the objections that can be predicted for the route through Gleann Udalain! I would add that all the neighbours I have talked to around North Strome feel the same.

Our strong preference therefore would be for the 'southern option', which would offer an excellent solution to the risk of rockfall along the existing road, would have minimum impact on landscapes of high tourist value (indeed would open up an attractive new landscape for passing visitors), and would maintain existing traffic flow patterns, without disruption to any local communities.

However, my biggest concern is about the cost of all the options proposed (and I should add that I remain dubious that a bridge and about 10 miles of new road along the northern route could be delivered for £100 million). In all cases, the cost significantly exceeds the calculated benefit. My understanding is that, before it will fund a civil engineering project such as a flood prevention scheme,

the UK government would expect a benefit to cost ratio of 8:1. According to Board 13 of the public display, that compares to just 0.71: 1 for the preferred north route and 0.76:1 for the preferred south route. None of these schemes therefore deliver a net public benefit to the taxpayer, and, if such a scheme was being proposed anywhere else in Scotland, I would be objecting in the strongest possible terms to such a major waste of public money.

There is one other aspect which the public exhibition did not consider. If any of the three preferred options were put in place, they would greatly increase the speed and convenience of this route, which would then become even more the route-of-choice between Inverness and Kyle/Skye. We could predict the traffic flow to significantly increase as a result, which would put intolerable pressure on the single-track stretch through Achnashellach Woods and Balnacra. There would therefore very quickly be public pressure for a new road bypassing this stretch, on which you have already held a public consultation. Realistically, therefore, you should be adding the cost of that option to the cost of the full upgrade schemes you are suggesting.

All of that is why I raised the option in my letter to the *Free Press* of building only what you have called the 'first phase' of the online or southern route options, which would bypass the 4.5km of unstable rocks between Cuddies' Point and Ardnarff. Board 20 of the public exhibition suggests that this would cost either £65 million or £64 million respectively.

I appreciate that this is a far from ideal final solution, and that, because there would still be slow, single-track sections remaining, the calculated overall benefit would be slightly reduced. Nevertheless, my guess is that the calculated benefits might equal or slightly exceed the cost of this work, which might make funding slightly more practicable. Importantly, either of these options would deliver the overriding objective of a safe, reliable road, which is what the local community is rightly demanding. I would far rather see this happening than nothing happening at all, which I fear might be the consequence of the high cost of the other options.

Furthermore these more limited improvements to the road would be less likely to greatly increase traffic flow, and so would reduce the priority for a further expensive upgrade to the road past Achnashellach. The remaining sections between Strathcarron Junction and Attadale (and from Ardnarff to Stromeferry if the phase 1 online option was taken forward) could then be delivered in limited stages as and when the Council had a budget available.

I am very grateful that the work you and the consultants have undertaken has made it possible to logically assess these various options, and I hope it might at least be possible to find the funding for the more limited option I have suggested.

Yours sincerely,

SCW + Pub Ad 20/4/14

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14 APR 2014



STROME FERRY BYPASS PUBLIC EXHIBITION



27th & 28th March 2014 – To provide an update on the options for the A890 Strome ferry bypass

Comments

Thank you for attending the public exhibition. We would be grateful if you could take the time to provide any feedback or comments you may have in relation to the current Strome ferry Bypass Options Appraisal using this comments sheet. You can return this sheet to the box provided at the exhibition or to the address below.

My primary concern is the potential effect of increased traffic flows through the Main Street of Lochcarron in terms of noise, pollution, danger and general deterioration of quality of life for those living in, staying in or visiting the village. The major attraction of easy access to the foreshore and the currently fairly minimal intrusion of vehicular traffic must be preserved.

Although the effects of the Kishorn Port Ltd development have not been part and parcel of URS's brief in respect of the By-Pass appraisal, nevertheless it seems to me very important that some joined-up thinking should be applied to this situation, especially now that KPL's planning permission has been granted. If the development goes ahead, as we must now assume it will, there will inevitably be a quite substantial increase in daily traffic movements to and from the site, all having to pass through Lochcarron village centre as things currently stand.

My other main concern is the environmental and visual impact on a place of quite some beauty of constructing a bridge across Strome Narrows. Whilst Route N9 does appear to "tick most of the boxes" in the Appraisal Results, it does seem to me that a new bridge, together with the noise, etc. from the traffic using it would severely and adversely affect the Strome area. Since tourism is an important part of the local economy, this is a major consideration.

All things considered, my preferred route would actually be a combination of two of the Draft Options: the S4 Route through Gleann Udalain together with the section of the N9 route which links the current A896 at Kirkton with the A896 at Kishorn Hill (hence by-passing Lochcarron village). In the big scheme of things, the section between Kirkton and Kishorn Hill should be relatively inexpensive to construct compared with the total project cost but would deliver the very important benefit of keeping substantial volumes of traffic out of the village centre.

There are those who say that a village by-pass would adversely affect trade for the shops, filling stations, hotel, etc. in the village centre. I beg to disagree and have practical experience to back this up. During the late 1970s and throughout the 1980s my wife and I lived in Bewdley in Worcestershire, a town which suffered from a major traffic problem at that time because a main A-road passed through the centre of the town. This was an important strategic route because there was a bridge across the River Severn, this being one of the main river crossings, and the road was used by traffic passing from the West Midlands conurbation into Wales. The traffic problem escalated to the point at which a new by-pass was the only option – there was no alternative. As soon as the by-pass was mooted, all the local shopkeepers started complaining that they would lose custom because no one would come in to Bewdley town centre any more.

However, when the by-pass opened, the shopkeepers started to find that their business was actually **increasing**! Why? Because Bewdley had suddenly become a nice place to visit without all the traffic chaos which had previously prevailed!

If the centre of Lochcarron started to see much larger volumes of traffic, the inevitable result would be that visitors would be much more likely to pass through without stopping (as used to happen in Bewdley), thus adversely affecting local trade for shops, garages, hotel, B & Bs, self-catering businesses, etc. If, on the other hand, the centre were by-passed, the only people driving in to the village would be those who wanted to be there, looking for a food shop, take-away, restaurant, pub lunch, fuel for their car, overnight accommodation, etc. Lochcarron is the only place for quite some distance around which can provide all of these facilities – the next nearest filling station or butcher's shop, for example, are a good many miles away. All that would be required would be adequate and prominent Tourist Information signage.

Name & contact details (optional):

For further information or comment contact:

Address: Garry Smith, The Highland Council, Transport Environmental and Community Services, Project Design Unit, Drummie, Golspie, Sutherland, KW10 6TA.

Email: garry.smith@highland.gov.uk

Tel: 01408 635 313



STROME FERRY BYPASS PUBLIC EXHIBITION **URS**

27th & 28th March 2014 - To provide an update on the options for the A890 Strome ferry bypass

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- 9 APR 2014

Comments

Thank you for attending the public exhibition. We would be grateful if you could take the time to provide any feedback or comments you may have in relation to the current Strome ferry Bypass Options Appraisal using this comments sheet. You can return this sheet to the box provided at the exhibition or to the address below.

As residents of Ardnamff, we have been concerned for some years that alterations of any kind to the route will leave us stuck at the end of a road which will not be maintained, and that gritting which has always taken place regularly will become minimal. However change has to happen and therefore we would think the low level bridge with bypass would give the greatest benefits to the local communities, which not being excessively expensive. The Glen Udalean option will still have problems regarding terrain and the low temperatures experienced even in summer, causing extra maintenance costs. It will also mean the communities of Achmore, Breacrae and Strome ferry being seriously disadvantaged with regards to access + travel time to businesses and passing traffic for the tourist trade. The shared route / gradient option seem to be an unhappy compromise, although I understand the original route was used in anticipation of it being widened when the railway was closed, which has never happened. The tunnel which would have been my personal preference is so

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expensive that it obviously removes itself from consideration and doing nothing will obviously not satisfy the Lochcarron residents.

This leaves the two bridge options - the alternative thro Lochcarron seems a halfway solution - causing major changes in the village, most to the detriment of the people & wildlife. The by-pass therefore seems to score most positive points. It will ~~still~~ encourage tourist traffic to visit Lochcarron which has always been out on a limb. It is a direct route for the localish population to get to Inverness with fewer risks of bad weather conditions and seems to cause minimum disruption for people living along the route. I'm sure the crofters will be quite happy to part with some land if suitably compensated. This route would also have the advantage of taking the predicted increase in traffic from Kishorn round the village. Obviously the population of Strathcarron and Athadale will be in a similar position to ourselves with regard to less road maintenance, but I think we have to accept that. On behalf of Ardnamurchan I would like to suggest that the provision of a turning-circle for delivery services, refuse etc. would greatly help to mitigate the effects of the change. I realise that we are bound to lose certain services but this ^{option}, at least will mean we only have to get to Athadale before that returns rather than the whole of the glen being disadvantaged.



STROME FERRY BYPASS PUBLIC EXHIBITION **URS**

27th & 28th March 2014 – To provide an update on the options for the A890 Strome ferry bypass

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Hope this isn't too late, been away for some of the time since the meeting.

The main surprising thing is that the cost of the Glen Udulain route has gone up to c £90m (or a basic c £65m, omitting the cost of the secondary improvement from Abtadale to Strathcarron Junction).

For as long as I can remember, the cost was mooted in the mid - £20 millions and, realistically, was the only option ever to be considered if the money were to become available. The difference between the full cost of a bridge and Glen Udulain is now fairly minimal (c £10m?), so pretty well everybody in the area would, I think, favour the bridge - the Strathcarron crofters will object but only to be seen not to be wanting the nice compensation (which of course they do want)! - people's first choice will be whatever north or south route will actually get built - i.e. a cheap Glen Udulain otherwise, amongst expensive options, the bridge.

Name & contact details (optional):

For further information or comment contact:

Address: Garry Smith, The Highland Council, Transport Environmental and Community Services, Project Design Unit, Drummuie, Golspie, Sutherland, KW10 6TA.

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16 APR 2014

Comments

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As a local user travelling to/from Kyle and Skye my preference would be for a tunnel at the existing by-pass. This would be the least disruptive socially by keeping to the existing connections between our communities. This would also be the likely approach used in Norway + the Feroes. And here in Scotland we have had many decades of tunnelling experience in the various hydro-electric schemes.

Finally, I believe the cost estimates could be considerably reduced by using the ^{tunnel} standards judged suitable by Scandinavian engineers — and by shortening the length of the tunnels from 4.5 km to less than 2 km.

Name & contact details (optional):

For further information or comment contact:

Address: Garry Smith, The Highland Council, Transport Environmental and Community Services, Project Design Unit, Drummuie, Golspie, Sutherland, KW10 6TA.

Email: garry.smith@highland.gov.uk

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Scot + FUE Cons 29/4/14



STROME FERRY BYPASS PUBLIC EXHIBITION **URS**

27th & 28th March 2014 – To provide an update on the options for the A890 Strome ferry bypass

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27 APR 2014

Comments

Thank you for attending the public exhibition. We would be grateful if you could take ~~the time to provide any~~ feedback or comments you may have in relation to the current Strome ferry Bypass Options Appraisal using this comments sheet. You can return this sheet to the box provided at the exhibition or to the address below.

The public exhibition was extremely well done and presented and no-one could complain of a lack of information.

However not much has changed over the years although twenty years ago the northern option was considered impractical because of the cost of a bridge at Strome and there was no suggestion of a road tunnel.

Looking at the broader picture the Highland Council (HC) admit that this is the biggest road problem that they have faced. Such a challenge should be met with imagination rather than accepting the cheapest option. Common sense suggests that the existing road should be the first option. We are told that the problem is maintaining the existing traffic flow during construction but surely modern technology and engineering could surmount this. A road tunnel is considered unattractive but why is Scotland about the only country in Europe that doesn't use road tunnels for cornice roads such as this? I can never get a straight answer to this question.

Both the northern and southern options involve massive disruptions to local communities and whilst some will benefit others will suffer and their views will inevitably reflect their individual situations as it does mine. If the status quo is maintained no one suffers apart from the inevitable disruption during construction.

The existing route was chosen nearly fifty years ago as it was considered the cheapest option although it turned out to be far more expensive than expected due to rock falls closing the railway. The compensation paid to British Rail was greater than the cost of the road, a fact concealed from the public by the then Ross-shire County Council. You can see why I am sceptical of the opinion of experts.

Name & contact details (optional):

For further information or comment contact:

Address: Garry Smith, The Highland Council, Transport Environmental and Community Services, Project Design Unit, Drummuie, Golspie, Sutherland, KW10 6TA.

Email: garry.smith@highland.gov.uk

Tel: 01408 635 313



SCAN FILE
GWS 24/4/14

Garry Smith
The Highland Council
Transport, Environment and Community Services
Project Design Unit
Drummuie
Golspie
Sutherland
KW10 6TA

Dear Mr Smith,

STROME FERRY BYPASS - OBSERVATIONS AND OBJECTIONS TO NORTH SHORE OPTION

My interest in this development is as a crofter in the township of Portchullin and Fernaig Shore. The above option has the south side end of the proposed bridge and road extension cutting across the shore, fields and raised beach at Portchullin. My family has been crofters at Portchullin since the Highland Clearances during the 18th century. Black's History of Scotland published at this time refers to the township of Portchullin and the fact it had an inn. The maps in the STAG Part 1 Options Appraisal Final Report Appendix A fail to show that the land both above and below the railway line is crofting land containing both fields and common grazing land. I have enclosed a map showing the fields apportioned to me. The landowners of the fields are both the Fernaig Estate owners (below the railway line) and the Forestry Commission (above).

The map I enclose shows that

Your map F6.12 – Land Use Assessment does not show the apportioned fields. It wrongly describes land on the above side of the railway (the raised beach) as woodland and the buildings in Portchullin as “urban”. There appears to have been no understanding or attempt to capture on the maps that this is a crofting community.

Your map F6.4 – Land Character Assessment is inaccurate in the description of Portchullin. It should show the fields below the railway and the field adjacent to it as “linear crofting and scattered crofting” to take account of the apportioned fields and the common grazing and the crofting land on the raised beach above the railway as the same.

Your map F6.16 – Agricultural Map does not describe the land accurately. The fields below the railway line and the one adjacent to it on the up side should be described as “Land Capable of Producing a Narrow Range of Crops”. My Aunt, my gran before her, my gran's cousin before her, her father before her, my great great grandfather before her etc., all used the land for potatoes, hay, and corn. I grow potatoes and have been working with fruit and soft fruits. I have enclosed a photocopy of postcards of Portchullin, Fernaig Shore and the raised beach dating from the 1940s.

Your map F6.5 – Watercourses and Water Bodies does not show that there is a natural well on Creag Mhaol which fills a tank on it which until I recently renovated croft 166 provided it's water. It still provides my outside water and water to the fields on the raised beach.

My first objection to the North Shore Option Proposal is therefore that it would destroy what is a traditional crofting township and one that I will explain later I have invested a lot in to try and rejuvenate in a traditional way.

My second objection is on the basis the bridge and road development would destroy one of the west coast of Scotland's best examples of a raised beach. There are three round Loch Carron – at the backs of Plockton, Ardaneaskan and Portchullin. The second postcard shows this raised beach well. In the 1970s a bid by an Aggregates Company to quarry the raised beach was rejected on the basis of it being a site of significant geological interest which clearly showed the rise in sea levels with the melting of ice in pre history. I was saddened that recently houses were erected on the raised beach at Ardaneaskan. Given this and the fact Plockton's raised beach was developed historically with the township there, Portchullin's raised beach is the only one of the three that remains natural. A road running over it would destroy this unique geological site.

My third objection is on historical grounds. My aunt found a bronze age axe head on Creag Mhaol. A photocopy is enclosed. There are the remains of brochs and ancient burial mounds in Achmore and there is the remains of a stone built circle about 30 feet above the raised beach on Creag Mhaol. I am no historian but it seems clear the area was inhabited and used in stoneage and pictish times and I believe an in depth archeological survey should be carried out before any attempt to lay a road is made. (I have the bronze axe head and would be happy to share this and where it was found).

My fourth objection concerns why it is suggested that both Portchullin in the North Shore option and Attadale in the Southern Corridor option should be penalized for mistakes made in rock blasting for the current road. The construction of the railway from Dingwall to Stromeferry which opened in 1870 and the subsequent extension from Stromeferry to Kyle of Lochalsh which opened in 1897 both involved blasting through rocks. The workmen at this time, a century earlier, managed to do the blasting correctly without destabilising the rock left behind. Excessive explosives appear to have been used in the 1970s when preparing for the road running alongside the railway. I can only speculate this was done as a cost cutting exercise by very blinkered people at the time. Although more expensive and disruptive in terms of road and rail closures, in terms of preserving the natural integrity and beauty of Portchullin and Attadale then the online option to me is the best. Portchullin and Fernaig shore in the 1890s already had a public transport route built through it with the Kyle line extension therefore it seems inequitable that another is contemplated.

My final objection is largely personal and sentimental and probably of no great interest to those considering the options. However I think it's important I tell you what the land at Portachullin and Fernaig Shore means to me and my family and has meant to my family over the centuries.

Having been cleared to Fernaig Shore and Portchullin my family would have struggled to have made a living from the land at Portchullin and Fernaig. Today we laugh at growing and lifting potatoes on such poor quality ground where for every potato you lift you lift 3 or 4 stones too. We never forget though that our forebears depended on the land and sea for their livelihood and that this included lifting kelp from offshore with grappling irons.

My grandfather, Angus Donald Macrae, fought at the Battle of the Somme. He returned shell shocked. In 1923 he married my gran, Iseabella Macrae. They spent 4 years living with his parents at Fernaig Shore. In 1927 he went on his own on the RMS Aurania (picture enclosed) to work as a shepherd on a sheep ranch in Montana. His intention being to earn money to send to my gran and their children to pay off a loan for a house he borrowed money to build at Stromeferry (enclosed newspaper cutting). He regularly sent money home but never saved sufficient to return home

himself. Although very personal I have enclosed a copy of a letter he wrote my gran as in it he talks of the start of their married life at Fernaig shore.

My grandfather drowned in the ice flows of the Musselshell River in Montana in 1947 while trying to save a sheep that had fallen in. His sheepdog, Cannonball, sat at the river where he had gone under the ice until people went out on the ranch to search for him. (I have newspaper cuttings of this but they are with a cousin who wanted to copy them or I would have enclosed them too). I have enclosed though a photocopy of a letter my Aunt Mary sent to her Dad (my grandfather) in 1930 as it refers to my gran lifting her "tatties"these were" tatties" planted at Portchullin.

My gran inherited the croft house at 166 Portchullin from her cousin, Anabella Murchison. Anabella kept a small shop there where you'll see from the enclosed amongst other things she sold whisky for medicinal purposes!

My gran had her wee cottage at Stromeferry but she kept her souming of sheep and cattle and continued to grow her potatoes, hay and corn at Portchullin. My Aunt Mary who lived with my gran inherited the croft at 166 Portchullin when my gran died. She then transferred it to me in 2006, three years before she died. She continued to keep her sheep and all the family helped with the potatoes.

The croft house at 166 Portchullin had not been lived in since Annabella died in 1948. From getting my first summer job in 1976 I started to save knowing it would be my responsibility and duty to restore croft 166. It was important to me to restore it traditionally. I employed a local young builder from Skye to do this forsaking a grant from the Crofters Commission that I may have been entitled to had I chosen to demolish and build from new. I obtained the completion certificate just last month. The North Shore option, if pursued, would mean the south side of the bridge and the road extension from it would be through the croft fields at the gable end of my home and up and over the raised beach. I have a very strong sense of family pride and belonging to Portchullin and Fernaig Shore and want to strongly oppose the plan which would destroy my family's croft and their long hard history with it.

In summary and conclusion I object to the North Shore option as it does not adequately show that

- it will be built at the cost of bulldozing through the fields of a crofting township
- it ignores the geographical significance of the raised beach it would destroy
- it ignores the potential archeological significance of the Portchullin and Fernaig Shore area
- it (and the Southern Corridor option) penalizes those living and working where these would cross for the incompetence of others on the original site
- for personal family history reasons

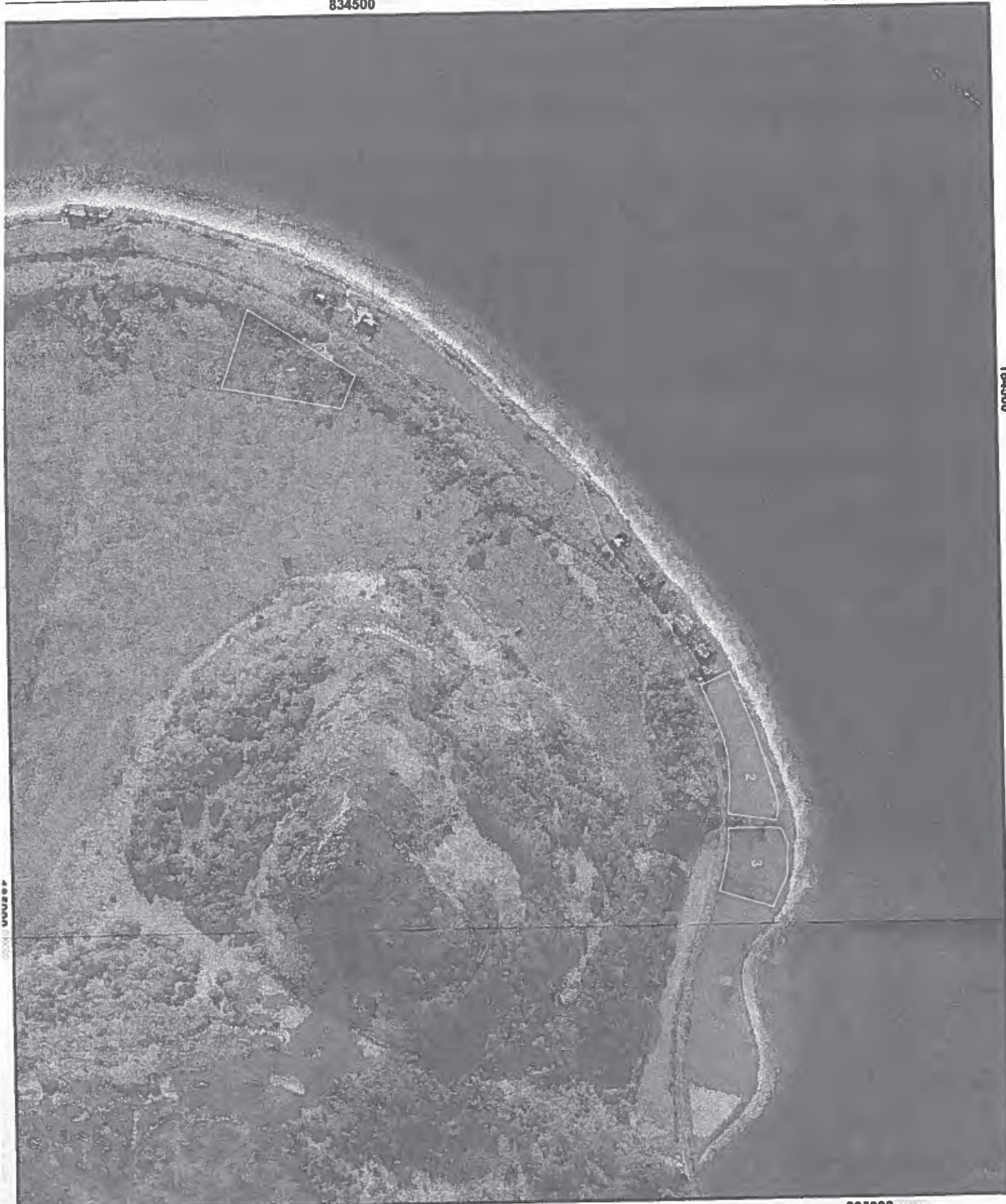
I hope my objections will be fully considered and am happy to provide any clarification or further information if required.

Yours sincerely,

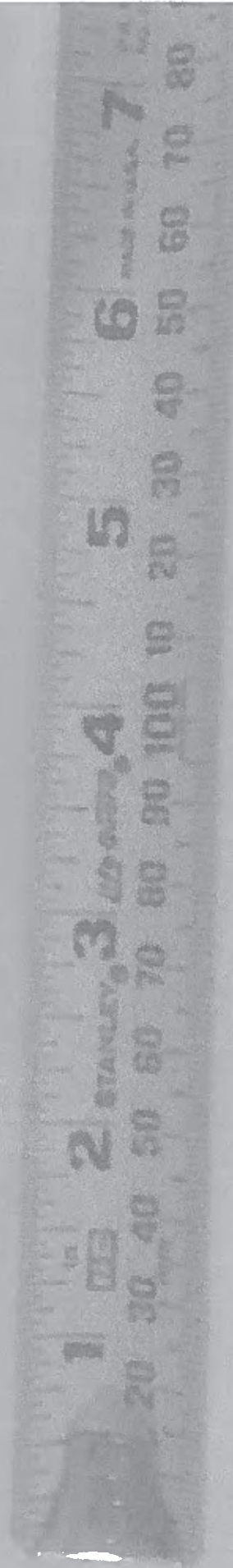
Fields apporportioned to 166 Portclullin croft.

834500

835000



835000



Left Stromferry

A pleasing function took place in the Institute, Stromferry, when Mr August M'Bea, Lochview Cottage, was, on the occasion of his departure for America, presented with a well-filled wallet of Treasury notes, by his workmates and friends. Mr Murray, of the Forestry Commission, presided, and spoke highly of Mr M'Bea's good qualities. Mr John Mackay then made the presentation.

Mr A. Mackenzie, another workmate, also spoke of Mr M'Bea's good qualities, honest and persevering. Mrs McDonald, Post Office House, and others kindly entertained the company to tea, and afterwards songs were sung by Messrs K. M'Intosh, D. J. M'Bea, A. M'Bea, R. Mackenzie, D. McDonald, R. Murray, A. M'Intosh, A. Ginty, &c.



Length 540 ft. Breadth 65 ft. R.M.S. AURANIA Depth 43 ft. Tonnage 7000.

Supply Miss Anabella

Murchison Portachullin with

one half bottle of whisky

for medicinal purposes

D. J. Macrae M.B. Ch.B.

Balmaine

~~27 10 48~~

6/0 Peter Raskoe

Botheimay

Montana U.S.A

Nov 11th 1946

My Dearest darling wife Bella

Here goes for a few lines trusting it finds you all well as I am o.k. in the snow banks. Plenty snow here now but no wind so far and not so cold.

I was dreaming of you last night and this is the dream

There seemed to be some party or other I was in bed

and it seemed we were in the old house at Farnig

or some place like that. and it seemed as you was

feeding them coming from a dance or party but I

could hear a mouth organ being played and then you

said to hell with you all I am doing no more

attendance on you so you went to the Bedroom

in the claddoch old house was we used to sleep

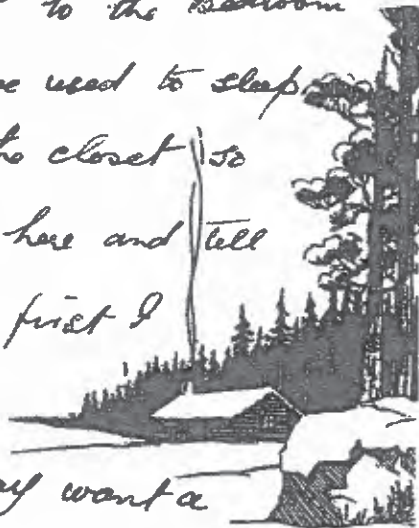
and it appeared as I was in the closet so

I called you Bella Darling come here and tell

me whats wrong so you came but first I

heard you say that's the Boss man

calling I must go and see he may want a



drink or something so when you came I said come
to bed here and forget them. You lay across the bed
and said oh no they would find us here so I said
to hell with them its none of their Business and
woke up I could give my oath that you were right
with me. I could have even known what the mouth organ
was playing Only when I woke up I was plumb-
speech less that you wasn't with me. real girl I could
swear you and I were together. It was around 12 o'clock
or between 12- and 1 o'clock. I never slept another wink
all night. I thought I would get a letter today
If they came to camp but no one turned up. So hurry
and write and tell me if you are all right
I could swear I had you in my arms and
kissing you I dont see no body here so I have
nothing to tell you of so hurry and write and
let me no if you are all well give my love
to the children as its all yours now my own
loving darling good night God Bless you
Fondest love

and millions of kisses

always your loving husband Angus
more love and kisses to my darling man.
Pella from
Angus



10th April 2014



Dear Mr Smith

Stromeferry Bypass - Invited Feedback

I had a quick look at the scheme details displayed at the exhibition in Lochcarron a couple of weeks ago and was most impressed by the amount of work that has clearly gone into examining the various options. I was in a hurry at the time, as I had other commitments and, though I left a hastily scribbled note, I feel that a more considered response is called for. I feel that I should also mention that I worked as a senior engineer/ engineering official in the Highlands from the mid 1960's to the mid 1990's and I was lucky enough to have an involvement in quite a number of road schemes whilst having an "insiders" view of a great many more.

The Unusual Nature of this Problem

The option of "doing nothing" normally applies to all potential road schemes but this doesn't apply in this case.

It was known that there were serious safety issues when the Bypass opened more than 40 years ago. Initially, it was probably hoped that the excessive risks could be reduced to an acceptable level by limited further work. However, at least 30 years ago, when I was Divisional Engineer for Wester Ross & Lochalsh based in Lochcarron, it was known that the cost of achieving a basic level of safety on the existing road line was so prohibitive that the only practical solution was to construct an alternative road elsewhere.

I have come away from all the recent public meetings with the clear impression that Highland Council does not appear to be aware of the uniqueness of this problem

The Traffic Flow

The north/south traffic flow seems to have been seriously underestimated. Most of this flow currently follows the Strathcarron – Achnasheen route and it seems to have been assumed that it is part of the east/west flow going off to Inverness/Dingwall and beyond, which is the case in the winter months. However, from regularly driving the route in both summer and winter since the 1970's, a substantial proportion of the flow in summer heads north at Achnasheen towards Gairloch or at Gorston towards Ullapool/Sutherland.

The present road configuration effectively guides most of the visitor traffic so as to avoid passing through much of Wester Ross, a situation which would continue with the non bridge options.

In contrast, the bridge scheme would result in a substantial proportion of this flow being routed through, rather than around, Wester Ross. It would also route east/west traffic so as to pass close to Lochcarron. The resulting changes in traffic flow would have a substantial impact on the economics of the bridge options and on the economy of this area.

The Cost/Benefit Figures.

There are various ways of expressing the outcome of cost/benefit studies and I am not clear which method you have used. What is obvious is that as there are substantial benefits associated with the bridge scheme which don't apply to the Gleann Udalain scheme and as the overall costs are not that different, the cost advantage associated with a bridge is bound to be substantially more than the non bridge scheme.

As the figures produced by your study show that the opposite applies, there is clearly something seriously wrong with the figures.

Releasing the Suppressed Flow

The steepness and length of the road gradients, the risk of being killed by rockfalls and the threat of possible disruption associated with rockfalls all result in traffic flows being suppressed on the present Bypass. The lack of any viable local alternatives has resulted in the problems of the Bypass having a negative impact on tourism businesses in a vast area of the West Highlands. In the case of the north/south flow, the area affected applies to Lochalsh, Skye and almost the whole of Wester Ross as far north as Laide and Aultbea.

I suspect that the economic benefits resulting from eliminating this negative impact on traffic flows are not allowed for in the benefit calculations applying to both main options.

The Council's Apparent Prejudice Against a Bridge Scheme

At the earlier public meetings, it was very apparent that there was a strongly held belief within Highland Council that a bridge was an extravagant option and that it was unreasonable to expect the Council to look at this option seriously. This negativity appears to have continued as a factor.

So far as I can see, no attempt has been made to produce figures of the savings and benefits of a bridge, expressed in millions of pounds per year, a way which Councillors, local people and local businesses could understand. The production of this type of benefit information is fundamental to any bridge scheme.

Far from a bridge being an extravagant or unusual option, many bridges were constructed around the coast of the Highlands during my engineering career, some serving much smaller communities.

Strome is probably the only potential bridge site left in the Highlands where a bridge has not yet been constructed. This seems very strange given that the potential benefits in terms of money saved and benefits to the local economy are significantly greater at Strome than in some other locations where bridges have already been constructed.

The On- Line Options

I don't believe that the estimates for most of these options allow for the very major works needed in order to eliminate the serious rock fall risk, so as to meet basic safety standards. For example, if the "do nothing" option were to be adopted and someone were killed, a very real possibility, the Council would have little chance of defending themselves against negligence claims and there would also be manslaughter charges likely to follow.

Consequently, while some of these options are "cheap", these are not viable options and ought simply to be ruled out.

In my view there are only two credible options these being the Gleann Udalain option (S4), and the Bridge at Strome served by a Bypass around Lochcarron (N9)

The Gleann Udalain Option

This was the preferred option in the mid 1990's simply because at that time the government was committed to having tolls on bridges constructed over the sea and tolls were seen as being wholly unacceptable to local people and the Council. The Gleann Udalain route was a pragmatic solution to a political problem that no longer exists.

The route itself rises to a height significantly higher than the Strathcarron – Achnasheen route, and is well above the regular winter snow line on this hill ridge. As the route is not ploughed on a 24 hour basis, this option will be unreliable in the late evening and night for a number of months every year and will undoubtedly be closed from time to time due to overnight snow.

So far as I can see, no provision has been allowed in this estimate for developing roads on the north side of the loch to a normal standard, a problem which has to be tackled at some time whichever option is adopted. Namely

- The upgrading of the Strathcarron junction -Lochcarron village road
- Constructing a Bypass to get lorry traffic heading to the Kishorn Yard site out of the village.

The upgrading/ construction of these sections of road are both included in the bridge options and, to compare “like with like”, these need to be costed into this option too.

Adopting this option will lengthen the already long journey to the area High School at Plockton. It seems inevitable that Lochcarron children will end up being bussed through Balmacara to get to school, making the journey even longer.

Of the many drawbacks to this option, probably the worst thing in my view is that it will result in the North/South tourist traffic, which brings much of the revenue and jobs to this area, being permanently guided so as to avoid passing through much of Wester Ross. *This seems a very strange outcome to invest money into achieving.*

The Bridge at Strome and Lochcarron Bypass Option

This scheme reduces the journey between communities north and south of the loch by a massive amount, in excess of 12 miles per return journey. A bridge would bring communities much closer together saving considerable time and money on existing journeys and unlocking the potential to make greater use of businesses and services in other local communities in this area.

Access to the High School would be much improved, opening up the prospect of Lochcarron children having greater access to out of hours activities.

The north/south visitor flow would no longer be guided so as to avoid much of Wester Ross, leading to a substantial increase in visitor numbers in Lochcarron, Shieldaig and Applecross with some increase in Gairloch etc. The benefits to local businesses and in creating jobs would be considerable.

Existing businesses at Kishorn would also benefit and the potential to attract other major employers to the former Kishorn Yard would be greatly enhanced.

As this is a relatively low level route, it offers a very reliable route to the south in all weather, unlike the Gleann Udalain option.

I hope these comments will be taken into account as I make them as someone who, for over 30 years, has lived, worked and raised a family of four in Lochcarron. I firmly believe that to fail to construct a bridge will rob the area of much of it's potential to grow and prosper as it ought.

Yours sincerely

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From: [Redacted]
To: [Redacted]
Cc: [Redacted]
Subject: preferred route

Sent: Mon 05/05/2014 22:46

Dear Garry Smith,

Our preferred route is and always has been and always will be, any of the options that continue to bring the road past our door and therefore our business. The one we feel that has the most chance of succeeding is probably the Glen Udalain route for all the reasons put forward at the presentation, not least of which was price and lack of disruption whilst being made.

The bridges and their infrastructures would appear to be fraught with potential delay; crossing so many different crofts, gardens, old roads, woods, both private and public and possibly the odd house that gets in the way. There is the added problem of a low level bridge becoming a high level bridge because of fish farm and leisure restrictions on shipping/boat mast clearance.

However we do not think it at all necessary to re-route the existing road from Achintee to Attadale which would appear from the plan to wipe out part of our car park, traffic volumes have never been high on this road and a super highway is definitely not necessary, just a decent double track road like the one passing our door.

Sorry this is a little late in getting to you,

Kind regards

File Message Adobe PDF

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Delete Respond Move Move Tags Editing Zoom

From: [Redacted] Sent: Tue 06/05/2014 07:36
To: [Redacted]
Cc:
Subject: Stromeferny bypass comments

Dear Mr Smith,

We hereby object strongly to the intended plan of selecting the bypass option up Attadale glen - "Gleann Udalain"

The environmental and recreational consequences are, we suggest, far wider than indicated in the Options Appraisals. Likewise, many of the stated "Scottish Transport Appraisal Guidance Criteria" should be further explored and scrutinised as they appear to not have been fully and realistically addressed.

Once pristine landscape has been ruined, it cannot be recreated and we recommend the decision to mitigate future transport disruptions along A890 should be taken to a wider consultation, which hopefully can highlight optimum options.

Yours sincerely

FIVE

See. FOLLOWING CLOSURE OF TIME LIMIT FOR COMMENT.
TOO LATE FOR INCLUSION IN REPORTING, QWS 12/6/14.



STROME FERRY BYPASS PUBLIC EXHIBITION **URS**

27th & 28th March 2014 - To provide an update on the options for the A890 Strome ferry bypass

RECEIVED
04 JUN 2014

Comments

Thank you for attending the public exhibition. We would be grateful if you could take the time to provide any feedback or comments you may have in relation to the current Strome ferry Bypass Options Appraisal using this comments sheet. You can return this sheet to the box provided at the exhibition or to the address below.

THERE ARE ONLY TWO PRACTICAL OPTIONS. THE BRIDGE/LOCHCARRON BYPASS N9 ROUTE AND THE GLEN UDALAIN S4 ROUTE. THE GLEN UDALAIN S4 ROUTE IS BY FAR THE BETTER OPTION FOR THE FOLLOWING REASONS

	S4	N9	
DISTANCE TRAVELLING A890 AS SHOWN	=	=	
GRADIENTS ACHMORE HILL LEFT MAMON BYPASSED	✓	X	
FUTURE MAINTENANCE COSTS. BRIDGE HIGH COST			
E.G. 20M PRESENT SPEND ON KESOCK BRIDGE + PREVIOUS MIND. 10M?	✓	X	
DISTANCE TO PHOULTON SCHOOL	X	✓	
POSSIBLE SPEED RESTRICTIONS ACHMORE BRIDGE. STROME MORE	✓	X	
MAINTAIN THE EXISTING EAST WEST ROUTE	✓	X	
NO OF HUMAN POPULATION AFFECTED BY :-			
	TRAFFIC	✓	X
	NOISE	✓	X
	POLLUTION	✓	X
	CONSTRUCTION WORK	✓	X
	VIEWS	✓	X
	LAND TAKE	✓	X
LINKAGE TO KISHORN	X	✓	
DAMAGE TO MARINE ENVIRONMENT	✓	X	
RESTRICTIONS ON SIZE OF VESSELS USING EACH	✓	X	
BRIDGE CLOSURES DUE TO WIND	✓	X	
N9 ROUTE ALL MATERIALS WOULD HAVE TO BE HAULED OVER EXISTING ROADS CAUSING DAMAGE AND DISRUPTION TO USERS			
S4 ROUTE MATERIALS CAN BE OBTAINED ON SITE (EXISTING FOREST QUARRIES)	✓	X	
LAND OWNERS - CROFTERS AFFECTED S4 ROUTE THREE			
	N9 ROUTE SIXTY PLUS	✓	X
S4 ROUTE 17 MILLION CHEAPER ?	✓	X	

Name & contact details (optional):

For further information or comment contact:
Address: Garry Smith, The Highland Council, Transport Environmental and Community Services, Project Design Unit, Drummie, Golspie, Sutherland, KW10 6TA.
Email: garry.smith@highland.gov.uk
Tel: 01408 635 313

THE original costings for the S4 route were 22m. Now URS estimate 88m exactly four times the original. At the public meeting I asked the URS representative the reason and he explained that it was because there was a lot of peat on this route. It would be interesting to see how with modern machinery they costed this at 66m. If you take their figure for the complete N9 route at 100m and deduct 30m for the bridge that leaves 70m for the rest of the work and there is peat on that route also.

When the S4 route was costed at 22m the direct route from Glen Udalain would not have been feasible, now at 88m it should be included as an option. It would require cut and cover or a tunnel through the high ground or a combination of both.

The advantages would be. Shorten route by 3km plus 1km Camalt to Carron bridge total 4km cutting 8km off a return journey. Taken say over fifty years this would represent a huge saving for users. There would also be 4km less road to construct and maintain. Crossing the railway at Attadale and running to the north west of the railway to Camalt would bypass the Mamon hill and create a level road from Attadale to Strathcarron junction. The material needed to raise the road to the same level as the railway and for the complete construction could be obtained from the excavation at the high point, Thus saving hauling material long distances over existing roads and the damage disruption and delays this causes. The high point of the road would be covered over protecting it from snow in the winter, creating a so called green bridge for wildlife and would allow the estate to function normally. It would not encroach as far into Attadale Estate and importantly would avoid the area of peat (this should save a penny or three.)

As far as I can see it would be a win win situation and create a very high quality road with a minimum of environment disruption.

