

Stromeferry Working Group

Colin Howell – Head of Infrastructure D & I

Buidheann-obrach Phort an t-Sròim

Introduction

Agenda

- 1. Appointment of Chair**
- 2. Apologies for Absence**
- 3. Declarations of Interest**
- 4. Remit**
- 5. Stromeferry Bypass Options Appraisal - Preferred Route Selection**

Site Location



Impact of Closure



Bypass opened in 1970



Inspection Regime

- **Daily Drive Through – Community Services**
- **Monthly Walked Inspection – Community Services**
- **Annual Inspection (Rope access) – Specialist Consultant - Aecom**
- **Prioritised Stabilisation Works – D&I**

Routine Works Undertaken



De-vegetation



Scaling



Rock Netting



Bolting

Rock Fall in 2011



Road to Rail Bypass 2018



2018/09/21

Rock Works 2018



Rock Works 2018



Rock Works 2019 and 2020

Additional Capital at EDI in January 2018 (?)

- 2 Very High Risk Slopes in Autumn 2019 - £1.9M
- 2 Very High Risk slopes in 2020 - £0.8M

Consultation in April

Traffic Management

20 Minute All Reds

Road Rail Bypass

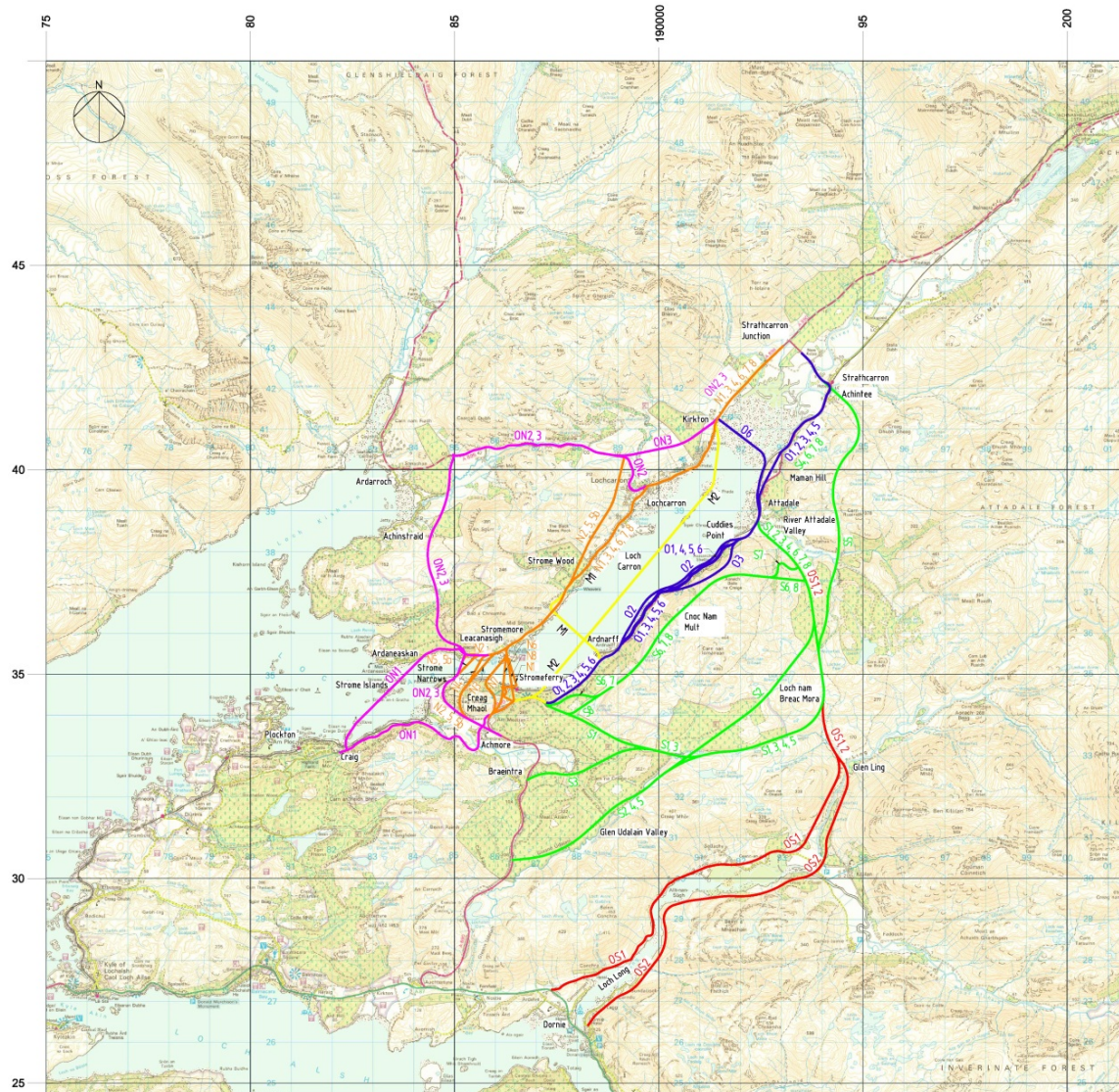
Full Closure for >7.5T

Full closure at Night

Access to Road Rail and the Token System

Full Closure

STAG Stage 1 – 31 Route Options



Key:

- Outer North Corridor Route Option Prefix **ON**
- North Shore Corridor Route Option Prefix **NS**
- Mid Loch Corridor Route Option Prefix **M**
- Outer Corridor Route Option Prefix **O**
- Southern Corridor Route Option Prefix **S**
- Outer South Corridor Option Prefix **OS**

Title **Pre-Appraisal Preliminary Route Option Plan**

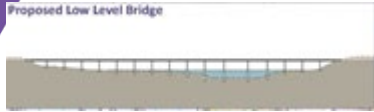
Drawing Number **47065084 - 1003**

Stromeferry Appraisal

STAG Stage 2 – 2014 Northern Route



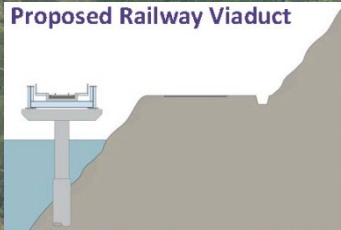
Targeted STAG June 2017



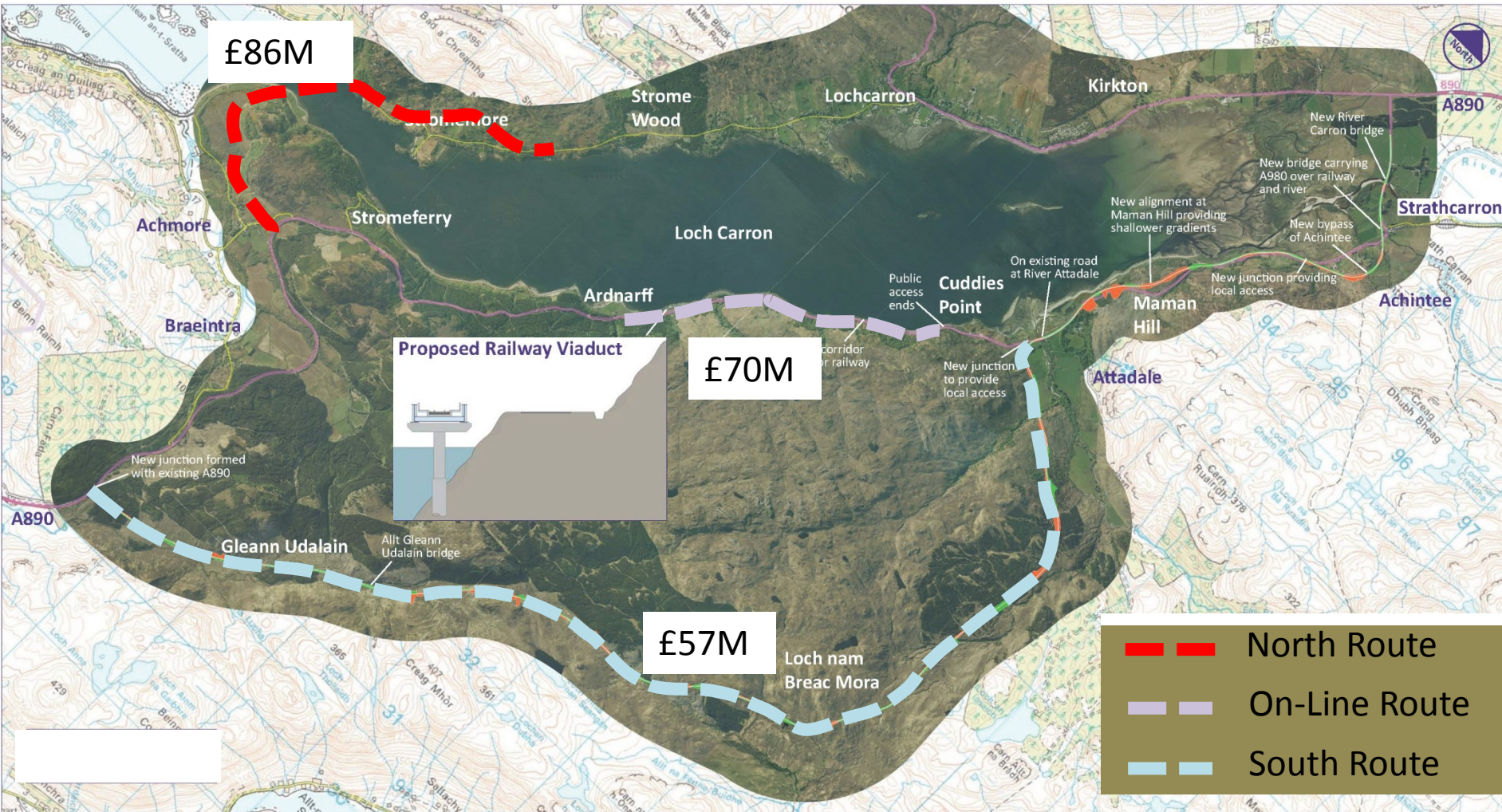
£86M

£70M

£57M



- ▬ North Route
- ▬ On-Line Route
- ▬ South Route




Scottish Government Response

Extract from a letter to Cllr Davidson from Michael Matheson MSP dated 25th October 2018

With regards to a longer-term solution, I can confirm that Transport Scotland are reviewing the transport appraisal prepared on behalf of The Highland Council and it is anticipated that a full response will be provided in the near future. As the A890 is a local road, responsibility for a decision to upgrade or improve the route ultimately lies with the Council and is not reliant on advice from Transport Scotland.

I trust this information is of assistance.

Best wishes


MICHAEL MATHESON

STAG Objectives

- **Reduce impact on journey times/reliability by reducing frequency and duration of road and rail closures**
- **Reduce the negative economic impact in the study area by reducing the frequency and duration of road and rail closures**
- **Solution reduces, or does not increase the risk to, and liability of, the railway and maintains suitable access**

STAG Assessment Criteria

- **Environment**
- **Safety**
- **Economy**
- **Integration**
- **Accessibility and Social Inclusion**
- **Other?**

Don't Forget

Do Minimum – Ongoing Maintenance of the slopes is an Option



Hitrans Road Rail Sharing - Movie

Option Rejected by Network Rail at STAG Stage 1



Discussion Topics

- **How do we disseminate knowledge and evaluate the routes?**
- **Should we consider VFM Workshop?**
- **Would members benefit from a HITRANS Presentation?**
- **Public Consultation - How and when?**
- **Timescale for selection of Preferred Option**
- **Communication Plan**
- **Should the Working Group reports and presentation be uploaded to the web site?**