

Corran Ferry

Infrastructure Improvement Scheme

Frequently Asked Questions

<p><i>Why not build a bridge instead of upgrading the ferries and infrastructure?</i></p>	<p>The Highland Council fully recognises the longstanding aspiration amongst peninsular communities and beyond, for a fixed link across the Corran Narrows. Recognising the aspirations of these communities, a partnership of the Highland Council, Highlands and Islands Transport Partnership (HITRANS) and Highlands and Islands Enterprise (HIE) commissioned Stantec in late 2019 to develop a high-level feasibility study for a fixed link across the Corran Narrows.</p> <p>The study acknowledged that the upfront investment costs for a fixed link would exceed the resources of The Highland Council, and thus support would be required at a national level, hence the study was submitted to Transport Scotland for consideration within the Strategic Transport Projects Review 2 (2022-2042).</p> <p>Unfortunately, the study was not considered as a project to take forward into the STPR2 which has restricted its appraisal and proposals to only Scottish Government-owned assets, advising that replacement of local authority ferry services by fixed links is a matter for the relevant local authority to consider.</p> <p>In the absence of a viable delivery plan for a fixed link across the Narrows, the provision of a frequent, reliable, and high-capacity ferry service at Corran is fundamental to the economic viability and future sustainability of the peninsula, whilst the case continues to be made for a fixed link.</p> <p>Subject to budget for delivery, the best-case scenario for delivery of replacement vessels is 3 - 4 years away. Therefore the ordering and commissioning of replacement vessels needs to urgently commence to ensure reliability and resilience until a longer-term fixed link solution is built otherwise significant service outage and ultimately service failure (i.e., a No Ferry Scenario) will become a reality.</p>
<p><i>What is the capital cost of the project?</i></p>	<p>The total estimated Capital cost is £61.5 million. Factoring in projected inflation, the total cost of the project could be expected to increase by circa £7.2m to £68.7 million.</p>

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<p><i>How will ferries operate if there's a power cut?</i></p>	<p>The new ferries are still in the design process, therefore exact specifications are yet to be determined. The current understanding is that in the event of an interruption to the power supply, each ferry will have a back-up diesel generator onboard to enable the ferry service to operate as normal.</p>
<p><i>How long will the ferry be out of service during construction?</i></p>	<p>Avoiding disruption to the Corran ferry service is a key consideration in the development of infrastructure designs. Disruption, if it cannot be entirely avoided, will be minimised as far as possible through design engineering, careful construction phasing and traffic management.</p> <p>The public will be notified in advance of any unavoidable interruption or delays. Interruption and delays will be coordinated as non-consecutive days, periods of hours each day and/or a change in the ferry schedule, to minimise disruption, as far as practicable.</p>
<p><i>Will the ferry service be more reliable?</i></p>	<p>Yes. Larger ferries are being designed in consideration of the Corran Narrows tidal and wave conditions and the new slipways will be equipped with alignment structures, allowing the ferries to safely dock under stronger wave conditions. The ferry service is therefore expected to have more resilience in adverse conditions.</p> <p>The overnighting structure will provide the crew with a safer means of access. By providing modern step aboard access and replacing the small crew boat, it is expected the operational weather window will increase.</p>
<p><i>Will the cost of tickets change?</i></p>	<p>Ferry ticket pricing has not yet been assessed, however it is the Highland Council's intent that an increase to ticket prices (if any) will be inflationary only. Travel will continue to be free for foot passengers.</p>
<p><i>How long will construction take?</i></p>	<p>The timescale for the construction programme will be confirmed upon determination of the preferred infrastructure designs. Based on other development projects, the anticipated timeframe is in the range of 12 to 24 months.</p>
<p><i>Will the timetable and/or operating hours of the ferry change?</i></p>	<p>Timetabling and operations of the new ferry service has not yet been assessed. The project welcomes input into operating hours and service timing.</p>

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<p><i>What will the infrastructure designs look like in 3D?</i></p>	<p>Shoreside infrastructure designs to support the new ferries are still in the design development phase. Details will be confirmed as designs progress, taking into consideration stakeholder responses, and communicated at future consultation events.</p> <p>A Landscape and Visual Assessment on detailed designs will be undertaken as part of the Environmental Impact Assessment.</p>
<p><i>What impact will there be on local community and road network during the construction period?</i></p>	<p>Minimising impact on the local community and traffic system is a key consideration for development of this nature in the heart of a small community. Disruption caused by the development will be minimised as far as possible through design and careful construction phasing, but unfortunately will not be able to be avoided entirely. Key controls may include acoustic barriers, limiting working hours, dust suppression and traffic management systems. Where disruption is unable to be avoided, any interruption / delays will be planned and communicated in advance and may be co-ordinated as non-consecutive days, or periods of hours each day where possible.</p>
<p><i>Even if the new Slipway is moved to a separate junction off the A82, will the project include measures to improve the road junction to Nether Lochaber?</i></p>	<p>Whilst it is recognised that the current road junction with the A82 at Nether Lochaber is not optimal, adjustment to the junction is currently not within the scope of this project. However, if a new road junction becomes necessary, design will be carried out to the Design Manual for Roads and Bridges (DMRB) Standards, which will ensure safe access for vehicles accessing the Corran Ferry from either direction.</p>
<p><i>Where can I find more information or express my views?</i></p>	<p>A second round of public consultation will be held in 2023. Details will be posted on the Project Consultation Website: https://affriclimited.co.uk/News/Consultations.php and the Corran Ferry webpage: https://www.highland.gov.uk/corranferry.</p> <p>If you would like to provide feedback on a fixed link/bridge option, please contact the Highland Council directly at email address – corranferryproject@highland.gov.uk.</p> <p>Representations made to The Highland Council or Affric Limited are not representations to Highland Council Planning or Scottish Ministers. Once the Planning and Marine Licence applications have been submitted to the Highland Council Planning Department and Marine Scotland respectively, there will be an opportunity for representations to be made directly to them.</p>



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