

STROME FERRY BYPASS PUBLIC EXHIBITION

Development of routes

After gathering information on the existing environmental, engineering and economic conditions within the study area, several draft route options were drawn up during the early stages of the appraisal at Stage 1. These included both online and offline options. A number of problems and opportunities were identified and solutions considered relating to road geometry and safety, topography, constructability and cost, existing infrastructure including the railway; affected properties, land and access; environmental issues and effects on the local economy.

Best Draft Routes at Stage 2

As shown on board numbers 14, 15 and 16, the route appraisal up to today has produced one preferred or 'best' route option for each of the three route corridors considered. For the North Shore Route this includes a low level bridge across the Narrows, a local bypass of Stromemore, a full bypass of Lochcarron Village, and an upgraded road between Kirkton and the Strathcarron Junction. The best Online Route Option is currently promoting a railway viaduct, which would allow a wider corridor for road construction including rock fall safety measures. Also included would be improved road alignments between Stromeferry and Ardnarff, and Attadale to the Strathcarron Junction, with a bypass at Achintee to remove the need for a level crossing at Strathcarron. The best Southern Route Option is the proposed new route through Gleann Udalain, re-connecting to the A890 at Attadale, and including the upgrades at Maman Hill and Achintee, similar to the online route. Whilst these options appear to be the best solutions at this point in time, the Stage 2 options appraisal has not yet been fully concluded and a preferred route could be selected from any of the route options described on pages 2 & 3 of this leaflet.

What Happens Next?

Following this Public Exhibition, any views expressed will be further considered during the final Stage 2 assessment of the scheme. The design process involves liaison with stakeholders in the project, including amongst others Network Rail, Scottish Environment Protection Agency, Scottish Natural Heritage and The Highland Council as well as local community and business representatives. The outcome of these assessments will then be detailed in the Stage 2 Options Appraisal Report, due in July 2014, along with a recommendation for a preferred option to be taken forward to the next stage of scheme development. The report will be discussed by THC and a preferred option will be selected by THC committee in August 2014. THC will then commence funding applications for the scheme.

Once the funding has been secured, further design work will be required to enable the scheme to progress through the planning process and gain planning consent. A number of further detailed studies such as ground investigations, protected species surveys, flood risk etc. will be carried out to inform the detailed design for the selected option. An Environmental Impact Assessment (EIA) will also be carried out and the preferred option, once developed in more detail will then be presented at a public consultation event as part of the planning application process.

Comments

We would appreciate if all comments could be left in the box provided at the exhibition or alternatively sent to Garry Smith at The Highland Council using the contact details below.

Email: garry.smith@highland.gov.uk

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

Copies of public exhibition along with other information on the Stromeferry bypass can be viewed at the Highland Council's website:

www.highland.gov.uk/yourenvironment/roadsandtransport/roads/stromeferry

STROME FERRY BYPASS PUBLIC EXHIBITION

Information leaflet for the exhibition on 27th and 28th of March 2014

Welcome

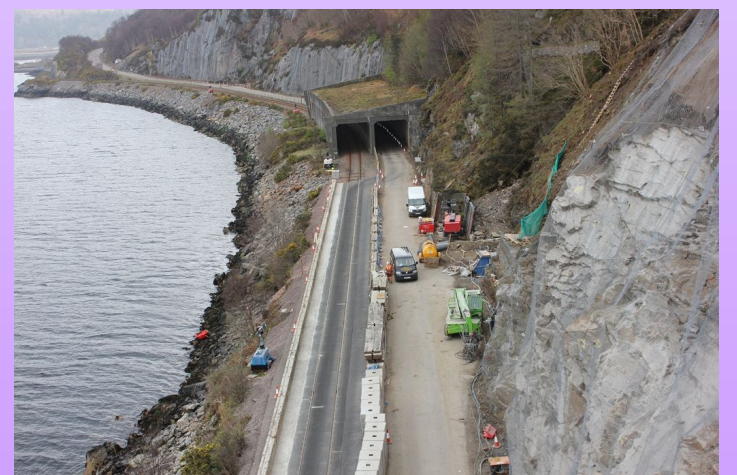
Welcome to this Public Exhibition for the A890 Stromeferry Bypass. This leaflet provides some general information about the background to the improvement scheme and the route option development process. Further information is available on the exhibition information boards, as well as from representatives of The Highland Council (THC) and URS, who will be happy to answer any questions you have.

Background

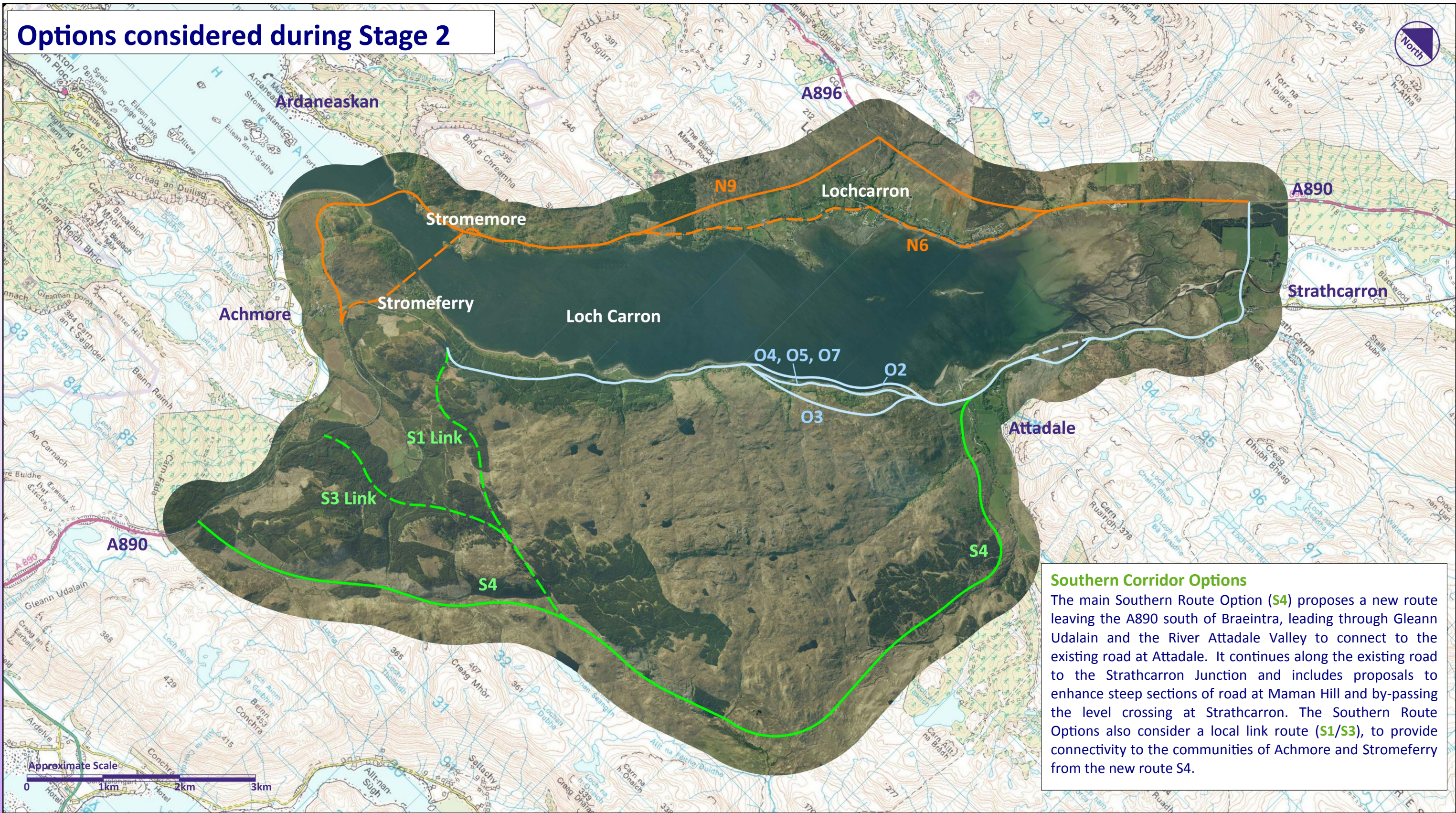
The Stromeferry bypass is an approximately 12km long section of public road alongside the southern shore of Loch Carron. Since opening in 1970, a 4.5km section between Ardnarff and Cuddies' Point has been subject to a number of landslide and rock fall events. These have caused temporary road and rail closures resulting in route diversions of up to 130 miles.

During the 1990s, several feasibility studies were undertaken to identify potential solutions; however no final decision was reached. Following a more recent rockfall in 2011, which closed the road for several months, a Stage 1 options appraisal study was commissioned by THC. The Stage 1 options appraisal was completed in May 2013. The process included public and statutory consultation along with input from technical experts at both THC and URS to identify a number of route options for further study. The Stage 2 route options appraisal is currently underway and options have been further developed and refined with the preferred route set to be recommended in August 2014.

At this stage there are three options emerging as identified as the best route in their respective corridors, as outlined on Page 4 of this leaflet.



Options considered during Stage 2



Southern Corridor Options

The main Southern Route Option (**S4**) proposes a new route leaving the A890 south of Braeintra, leading through Gleann Udalain and the River Attadale Valley to connect to the existing road at Attadale. It continues along the existing road to the Strathcarron Junction and includes proposals to enhance steep sections of road at Maman Hill and by-passing the level crossing at Strathcarron. The Southern Route Options also consider a local link route (**S1/S3**), to provide connectivity to the communities of Achmore and Stromeferry from the new route S4.

North Shore Corridor Options

The North Shore Route Options (**N6** & **N9**) are proposed to connect to the A890 at Achmore and would incorporate either a bridge or a tunnel crossing of the Strome Narrows. For **N6** the route would follow the existing road corridors on the north side of Loch Carron through Slumbay and Lochcarron Village, but with a widened road to allow two-way traffic. **N9** considers a bypass of Lochcarron. Both routes also include improved alignments at Stromemore and an upgraded road between Kirkton and the Strathcarron Junction. Renewable energy solutions using tidal power at the Strome Narrows have also been considered as part of the Strome Narrows crossings.

Online Corridor Options

The Online Route Options considered as part of this appraisal propose an upgrade of the existing route from Stromeferry to the Strathcarron Junction. This would include enhancing steep sections of road and by-passing the level crossing at Strathcarron. The most difficult section between Ardnarff and Cuddies Point would be subject to rock slope work, as well as structural solutions east of the Frenchman’ burn. The proposals considered a viaduct (**O2**), a tunnel (**O3**), a shared road and rail solution (**O5**) and avalanche shelters (**O7**). The Online options also include a ‘Do-Minimum’ solution (**O4**), which would accept the existing road without any major construction work being proposed.