



A830 TRUNK ROAD ARISAIG TO LOCH NAN UAMH IMPROVEMENT

Opening Ceremony

by

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The Project



The Route West of Borrodale

The A830 Trunk Road connects Fort William and Mallaig. It is the principal access to the rural areas west of Loch Linnhe, and beyond Lochailort it is the only road access to Arisaig, Morar, and Mallaig with its ferry connections to the Small Isles, Barra, South Uist and Skye. The road plays an important role in the economy of the area, bringing tourist traffic and connecting the fishing industry with its markets in the south and overseas.

The A830 has been systematically improved over many years, with the challenging stretch between Arisaig and Loch nan Uamh the last section to be upgraded from a single track with passing places to a two lane carriageway.

Following publication of Statutory Orders in April 2004, the Construction Contract was awarded in March 2007 and, after a period of initial design, work began on site in June 2007. The project presented many challenges.

Environmental considerations played a significant part in the route selection process with the road having to pass through the Glen Beasdale Special Area of Conservation (SAC), a Site of Special Scientific Interest (SSSI) designated for its ancient oakwood and its population of otters and fresh water mussels. The route through the SAC, the section east of Borrodale, has therefore been restricted to an online improvement in order to minimise loss of oakwood, and significant efforts were made in the design and construction to retain the character of this section.

Outwith the SAC, difficulties with undulating terrain and poor ground conditions have been overcome to provide a road built to modern geometric standards. Extensive work has been carried out to soften the appearance of the resulting deep rock cuts and to prepare them for natural revegetation over the coming years.

Over much of its length, the new route runs close to the existing Fort William to Mallaig railway and measures had to be taken during construction to ensure that the line was protected during rock blasting and other potentially damaging operations. In many locations the works caused disruption, and in some cases planned closure, for traffic on the A830 and the patience of the travelling public in these circumstances has been much appreciated.

A new gateway feature has been built at the eastern approach to Arisaig and through the village the scheme has incorporated street lights and natural stone walling.

In recognition of loss of woodland in the SAC, a new compensatory habitat outwith the SAC is currently being developed under a Management Plan designed to maintain and improve the existing Atlantic sessile oakwood at that location, and to create suitable habitat conditions to improve that area of oak woodland to SAC status.

Overall, the scheme has been designed and constructed to improve traffic flow and road safety on the A830, whilst blending in with the natural beauty of the surrounding landscape. Completed in April 2009, the project has received a European Regional Development Fund grant contribution of £2.5m.

Summary of Improvements to the A830 Fort William to Mallaig

The A830 Trunk Road has been improved over a period from the 1960's culminating with the Arisaig to Loch nan Uamh project. The improvements carried out, moving west to east, are:

Scheme	Length (miles)	Agent/Engineer	Main Contractor	Date of Opening
Morar to Mallaig	2.0	Halcrow	Morrison Construction	1989
Morar Bypass	2.0	Halcrow	Morrison Construction	1994
Arisaig to Kinsadel	4.6	Highland Council	Barr Ltd	2003
Arisaig to Loch nan Uamh	4.6	Highland Council	Morrison Construction	2009
Loch nan Uamh	1.0	Highland Council	John G Macgregor	1978
Polnish to Loch nan Uamh	1.5	Halcrow	R J McLeod	1998
Lochailort to Polnish	2.0	Halcrow	R J McLeod	1988
Glenfinnan to Lochailort	9.5	Inverness County	Carmichael	1961
Craigard to Glenfinnan	1.5	Inverness County	Wm Tawse	1971
Drumsallie to Craigard	2.5	Inverness County	Wm Tawse	1975
Annat to Drumsallie	8.0	Highland Council	John G Macgregor	1978
Banavie to Annat	1.5	Inverness County	Whatlings	1965
Lochy Bridge to Banavie	1.5	Inverness County	PLJ Herron	1967
Lochy Bridge	0.1	Fairhurst	Wm Tawse	1969



Arisaig to Loch nan Uamh Scheme Layout



Summary of Scheme Details

Length

7.5km of trunk road plus 0.4km of side roads

Road Width

Outwith SAC 6.0m carriageway with 2.5m verges incorporating
0.5m hard strips. 1.5m footway/cycleway
Within SAC road widening to 6.0m

Structures

Reinforced concrete arches at Brunery, Borrodale and Beasdale
A precast concrete bridge at Larachmore
A reinforced earth retaining wall at Larachmore Gardens
Various agricultural underpasses

Construction Period June 2007 to April 2009

Total Project Cost £23m

Scheme Promoter Transport Scotland
Engineer The Highland Council
Contractor Morrison Construction
Contractor's Designer Grontmij

Larachmore Bend

