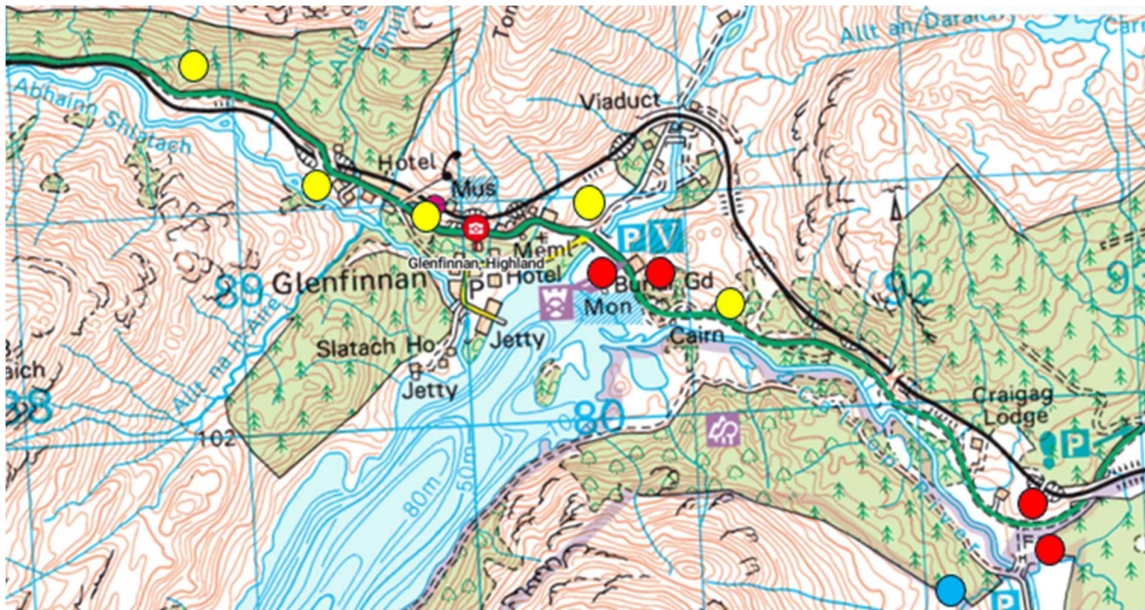


GLENFINNAN – TRAFFIC MANAGEMENT OPTIONS REPORT



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1. Executive Summary

The village of Glenfinnan is served by a single main road – the A830 between Fort William and Mallaig, known as the Road to the Isles. As well as being a major through route it also serves several major tourist attractions – Glenfinnan Viaduct and the National Trust for Scotland’s Glenfinnan Monument and Visitor Centre. Traffic congestion in the village has been increasing every year for the past 10 years, in line with the growing profile of the Jacobite Steam Train service and the Harry Potter films which feature it.

Traffic congestion mirrors the timings of the steam train crossing the Viaduct (April to October), with daily peaks four times a day, but capacity issues are present from 9am to 5pm each day. Journeys for residents take much longer, public transport buses are delayed and timetables disrupted. Tourist car and coach parking becomes full by 9.30am on most days causing chaos for passenger drop-off and unsafe, damaging parking along the trunk road, verges, pavements, driveways and access roads.

This study has been commissioned jointly by the Glenfinnan Community SCIO, the National Trust for Scotland and Forestry & Land Scotland. It builds on previous reports which quantified the impact on the community, users of the trunk road and visitors. Its primary purpose is to identify potential locations for improved local infrastructure to relieve traffic pressure, including:

- Drop-off and pick-up locations near the visitor centre,
- Additional safe parking for cars, motorhomes, minibuses and coaches,
- Facilitate the provision of a seasonal park-and-ride bus service, running from a standalone parking area to serve the visitor centre, monument, viaduct and station museum
- Initiatives to encourage active travel into the tourist attractions on foot, by cycling and increased use of public transport.

It will assess the feasibility of options and provide recommendations for the way ahead, including outline design and costings, helping to focus local conversations and inform any future bid for grant funding.

The majority of visitor traffic comes from the east (Fort William direction) so it is advantageous to provide additional parking to the east of Glenfinnan village – thereby reducing traffic in the village itself¹. Seven areas east of the main village and three areas in or to the west of the village have been considered for potential infrastructure development:

East of the village (keeping tourist traffic away from the village)

1. At the NTS visitor centre/community car park.
2. In the hardstanding areas adjacent to the Games Ground.
3. At the entrance to Glenfinnan Estate (beside the existing bus stop).
4. At the old road loop 300m east of the visitor centre.
5. At the Callop parking area 2km to the east of the visitor centre.
6. At Craigag on opposite side of A830 to Callop.
7. Near to location 5 adjacent to the existing FLS forest access track.

¹ An NTS/Scot Inform survey (2023) found that of 800 visitors surveyed, three-quarters of visitors arrived from the Fort William direction (73%) and of those visitors, two-thirds returned in the same direction. This would suggest that around 50% of all visitors (48%) would be well-placed to utilise an off-site park-and-ride located to the east of the village. In contrast, just 18% of visitors arrive and return to the west.

West of or in the village

8. At the access to Glenfinnan Station
9. At top of village, before A830 bridge crossing railway line
10. At top of village, after A830 bridge crossing railway line.

Several potential layouts for parking, turning or drop-off have been compared. The issues of land ownership, planning, and trunk road consents have been considered at each of the locations. The objective is to present a series of ideas for further consideration, taking account of the likely costs, risks and impact of each location. Layout plans and risk assessments for each location have been prepared. Details will be presented to the main stakeholders – Glenfinnan Community, National Trust for Scotland, Glenfinnan Estate, Forestry & Land Scotland, and members of the Glenfinnan Visitor Management group led by Kate Forbes MSP, which includes Transport Scotland, Highland Council, bus and train operators.

Each option has been considered against a checklist of parameters and the recommendations prepared on the basis of that checklist.

Three options have been identified for further development. They have been assessed for ease of delivery and then divided into three groups as short-, medium- and long-term projects:

Location	Benefits	Budget cost range	Timescale/Issues
Area 1.5 – Integrated parking C	Significant increase in parking for cars, minibuses and coaches; coach turning facility	£897k-£1,076k	Medium term; Large funding requirement. Land agreement required – NTS/SCIO/Estate
Area 5.2 Coach & car parking B	Reduces proportion of visitor traffic entering the heritage landscape and causing congestion.	£1,156k-£1,387k	Short term – Significant funding required – but could be done in conjunction with other facilities (e.g. shuttle bus terminus)
Area 9.1 Bus turning	Enables shuttle bus to turn in village and connect the main visitor hub with railway station	£168k-£201k	Medium term - linked to development of coach/shuttle bus options.

No single option addresses all of the issues – car parking, coach/minibus parking, drop-off and coach turning. The stakeholders discussed the various options and supported a combination of options to provide a more comprehensive and integrated visitor travel solution

Option A - 1.5/5.2/9.1 Increased car parking, coach turning and drop off in combined NTS/SCIO parking areas, coach parking at Callop and coach turning at top of the village before the A830 crosses the railway.



It is recommended that these options be taken forward to wider consultation and then to detailed design stage, and that a plan to develop the Callop parking be prioritised.

2. Introduction

The village of Glenfinnan is served by a single main road – the A830 between Fort William and Mallaig, known as the Road to the Isles. As well as being a major through route it also serves several major tourist attractions – Glenfinnan Viaduct and the National Trust for Scotland’s Glenfinnan Monument and Visitor Centre. Traffic congestion in the village has been increasing every year for the past 10 years, in line with the growing profile of the Jacobite Steam Train service and the Harry Potter films which feature it.

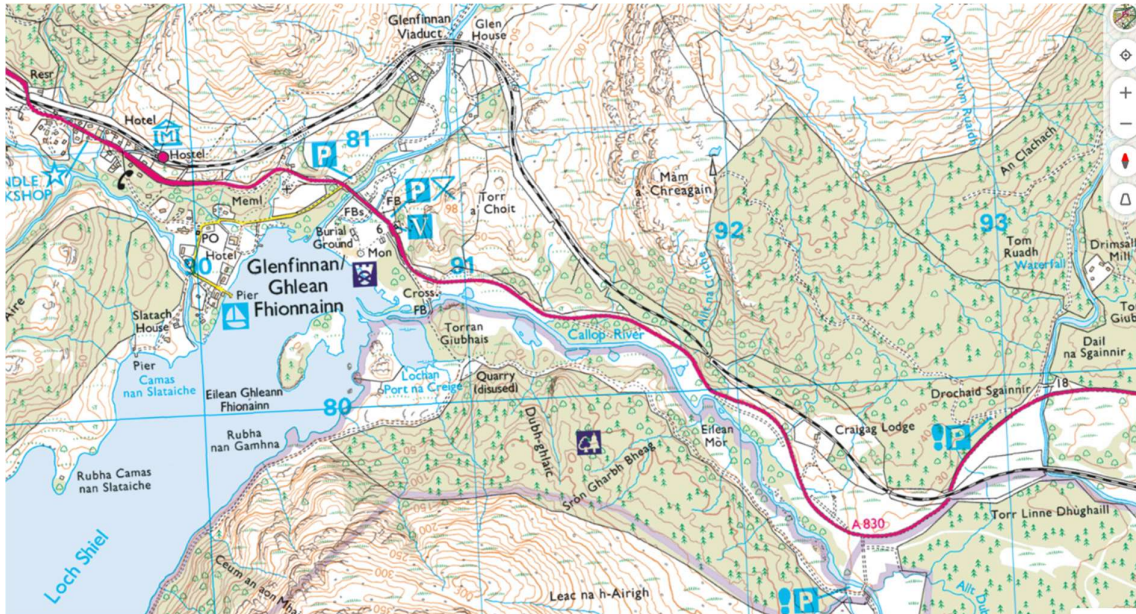


Figure 1 Map of Glenfinnan

Traffic congestion mirrors the timings of the steam train crossing the Viaduct (April to October), with daily peaks four times a day, but capacity issues from 9am to 5pm. Journeys for residents take much longer, service buses are delayed and timetables disrupted. Tourist car and coach parking becomes full by 9.30am on most days causing chaos for passenger drop-off and unsafe, damaging parking along the trunk road, verges, pavements, driveways and access roads. This leads to anti-social behaviour towards staff and local people, significant health and safety risks for pedestrians, cyclists and other drivers, affects air quality in the area and causes lasting environmental damage along the road corridor. In summary, it provides a poor welcome at one of Scotland's most popular visitor attractions - negatively impacting the reputation of the whole Highlands.

This study has been commissioned jointly by the Glenfinnan Community SCIO, the National Trust for Scotland and Forestry & Land Scotland. It builds on previous reports² which quantified the impact on the community, users of the trunk road and visitors, to identify potential locations for improved local infrastructure, which could provide infrastructure for:

² Several studies had been carried out in 2022/23 to quantify the impact of traffic congestion on the community:

1. Ansons Transport Management Report (Autumn-Winter 2022 - multi partner)
2. Scot Inform Visitor & Community Survey (Winter 2023 - NTS)
3. Galmstrup Associates Community Consultation & Report (Autumn 2022 - NTS)

- Drop-off and pick-up locations near the visitor centre,
- Additional safe parking for cars, motorhomes, minibuses and coaches,
- Facilitate the provision of a seasonal park-and-ride bus service, running from a parking area to serve the visitor centre, monument, viaduct and station museum
- Initiatives to encourage active travel into the tourist attractions on foot, by cycling and increased use of public transport.

It will assess the feasibility of options and provide recommendations for the way ahead, including outline design and costings, helping to focus local conversations and inform any future bid for grant funding.

This study aims to quantify the extent of the impact on residents, users of the trunk road, and visitors to the tourist attractions. It looks at potential solutions to passenger drop-off/pick-up, coach turning, parking and access on foot or by cycle. The report also considers funding options for the infrastructure, including the potential income sources from parking, toilets and supporting services, such as a shuttle bus service.

3. Development objectives

3.1 Visitor numbers

The village has a population of just under 150. The number of visitors varies seasonally – visitor numbers at the NTS visitor centre are shown in Fig 2 equivalent to 2-3,000 per day in high season.

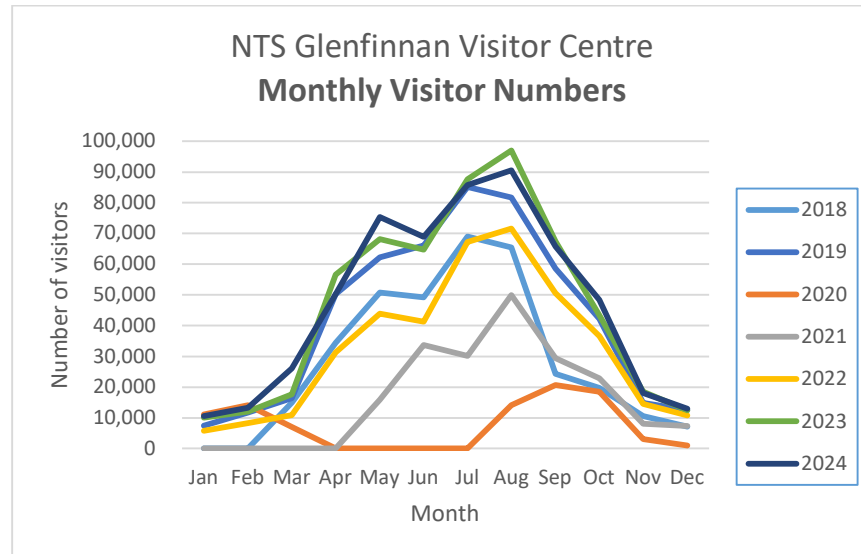


Figure 2 Visitor numbers (at NTS visitor centre)

In addition, it is estimated that an additional 1,000-1,500 visitors use the community car park without going to the visitor centre/toilet facility – so aren't counted in the Fig 2 numbers. Overall, it is assessed that in the summer months the number of visitors to the monument and viaduct is 3,000 – 4,000 with an average stay of 1-2 hours. Around 15-20% (500-800) of those visitors arrive as part of an organised tour group by coach. The others come by car, minibus, camper van or motorhome. A small number come on foot or cycle, making use of public transport (bus or train).

Movement for the residents within the village and via the A830 is often severely restricted by the traffic congestion. Visitor frustration with the traffic and parking congestion is common, especially at the times of the Steam train passing over the viaduct.

The community is represented by the Glenfinnan Community Council and the Glenfinnan Community Trust. The community supports the principle of infrastructure improvements – particularly interventions that will keep visitor traffic to the east of the River Finnan, away from the main village.

3.2 Traffic congestion

3.2.1 Cars

The A830 trunk road is the only road through Glenfinnan. Delays resulting from congestion on the trunk road regularly extend vehicular journeys in the village from <5 minutes to 20 minutes. There is a pavement footpath through the village, but its use becomes much more dangerous because of illegally parked/stopped cars on the verges/path and by groups of tourists walking within the pavement/road corridor.

Photographs of typical congestion on the roads around the visitor centre are shown on the following page.



3.2.2 Service buses

Glenfinnan is served by the Shiel Buses service between Fort William and Mallaig (3-4 services daily Mon-Fri, one service on Saturdays in the summer). There is no Sunday service and a slightly reduced winter service. The operator, Shiel Buses, has provided data showing the seasonal variation in delays to the actual departure and arrival of buses. Delays at Glenfinnan – at drop-off and pick-up – can be significant. The causes are queues of traffic on the A830, blocking of bus stop locations by other vehicle types, and turning of vehicles into the NTS parking facility.

Provision of drop-off/pick-up opportunities on the A830 and reduction of other coaches around the parking entrances and exits would be welcomed by the bus operator.

3.2.3 Tourist coaches - Drop-off, Pick-up, Turning and Parking

The A830 “Road to the Isles” is a popular route for coach tours – with vehicles travelling from Fort William to Mallaig and then on to Skye. However, about half of the coaches turn round at Glenfinnan and return to Fort William. The other half continue towards Mallaig.

Drop-off/pick up – there are no bus stops/laybys in the area beside the visitor centre on the westbound (Mallaig) carriageway. There is a bus shelter and drop-off area north of the river at the Glenfinnan Estate access. Buses and coaches stop in the public parking areas or on the carriageway for a period to drop off or pick up passengers.



There is a small layby at the St Mary & St Finnan Church, but at busy times, it is full so that coaches could not use them for pick-up/drop off.

Turning – there are no designated turning areas for coaches in Glenfinnan. The tourist coaches that do turn use the visitor centre coach park, the Slattach road junction, Glenfinnan Estate entrance or other unofficial spaces for turning. The turning operations themselves cause further disruption to traffic on the main road.

Parking – the only official parking for coaches and minibuses in Glenfinnan is in the NTS parking area directly outside the NTS visitor centre. The community SCIO car park does not allow coaches to park. The NTS has monitored coach parking data for several years. The monthly number of coaches entering the NTS car park from 2019 to 2024 is shown in the table below.

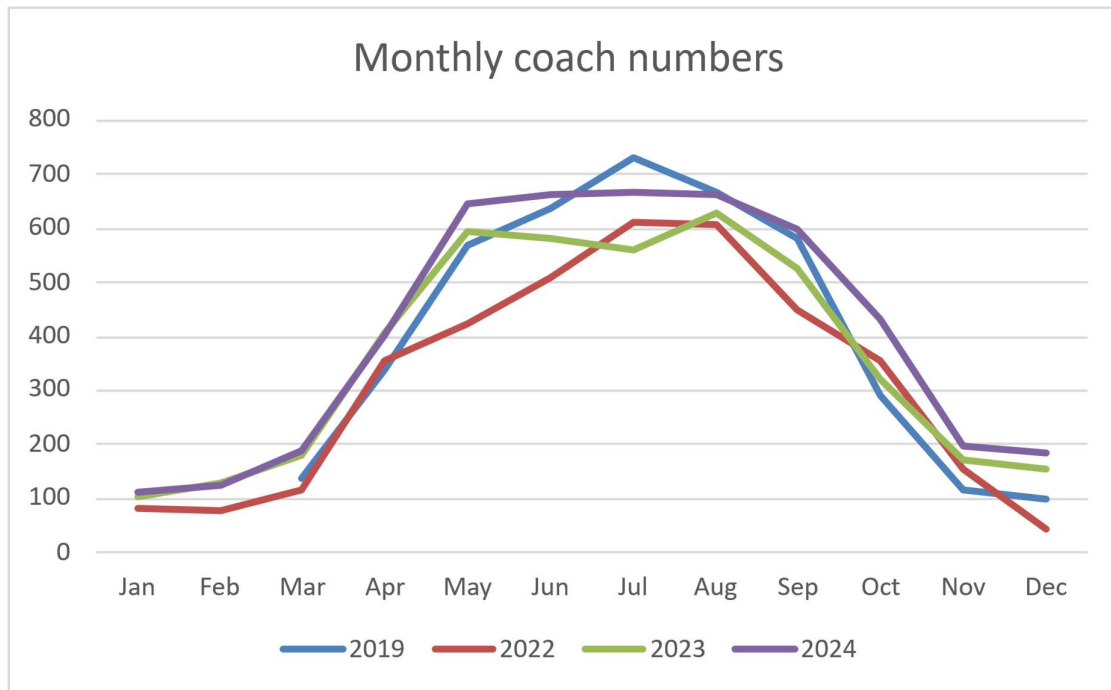


Figure 3 Bus/coach parking numbers at NTS car park

From November to March the number of coaches is <200 per month (equivalent to 6 per day) which is well within the capacity of the car park. From May to September the number is c 650 per month (equivalent to 22 per day – weekend numbers being higher).

The peak period for coaches corresponds to the timings of the Jacobite steam train passing Glenfinnan viaduct, which are approximately as shown

	Morning Service	Afternoon Service
Mallaig-bound	10.55	13.25
Fort William-bound	15.00	17.45

The peak for coaches at Glenfinnan is around 2pm just before the inward-bound afternoon service. An average of 17 coaches per hour arrive at the car park. The second “peak” is around 1pm with a peak of around 9 coaches per hour to watch the outward-bound afternoon service.

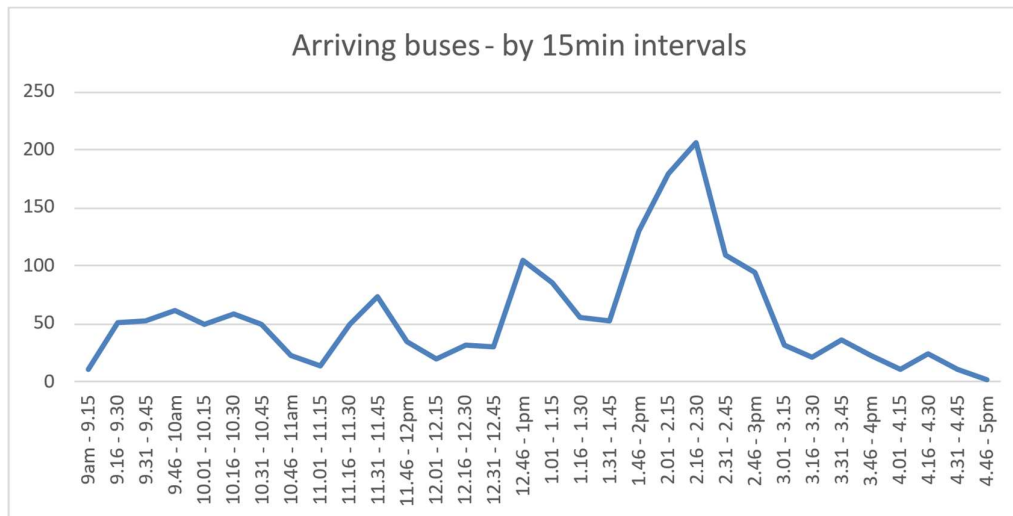


Figure 4 No of Bus/coach arrivals per year – by arrival time through the day

3.3 Parking Capacity Needs

3.3.1 Coach parking

The coach park capacity (when managed by parking attendants) is about 9 coaches (a mix of large coaches, up to 29-seater midibuses and minibuses of differing capacity). NTS staff estimate that on a busy day 5-8 coaches are turned away at peak periods, resulting in coach passengers disembarking on the main road. Congestion at peak periods also increases the time to enter and leave the coach parking.

For capacity planning purposes, it is assumed that provision of parking in the area for a minimum of 20 coaches would be appropriate for current traffic levels with some allowance for an increase in traffic volume at peak times and in future years. So, for future planning the following allocation of coach parking is proposed, with some lower specification overflow parking provision:

Location		Main (asphaltic bound surface)		Overflow (stone bound surface)	
		50 seater	29 seater	50 seater	29 seater
At visitor centre	8	4	4	0	0
Elsewhere (ideally east of Glenfinnan)	12	4	4	2	2
* With potential for expansion if demand increases					

3.3.2 Car parking

There are 168 car/motorhome parking spaces in the main two visitor car parks near the NTS visitor centre. There are also 40 at the Glenfinnan House Hotel (free to customers, chargeable for other visitors) and 6 at the Loch Shiel jetty (prioritised for visitors to the jetty hut). At peak times during the tourist season there are up to 100 cars parked at the side of the roads on both sides of the village.

Location	Spaces – cars (residents/ customers/staff)	Spaces – cars (visitors)	Spaces – camper vans/motorhomes
NTS visitor centre	4	55	incl
Community car park	0	103	10
Glenfinnan House Hotel	20	15	5
Church (10)/ Railway station (12)/ Jetty (6)	14	8	0
Total	38	181	15

Figure 5 Existing car park provision

The proposed additional capacity sought to accommodate excess demand is suggested as 50 additional asphalt or stone-surfaced car parking places and 50 overflow (stone surface) places.

4. Infrastructure development options

4.1 Selection of options for parking, turning and drop-off/pick-up

Potential development sites to the east of the village were considered for potential infrastructure use. Areas to the west of the Finnan River were discounted to avoid taking more traffic into the village. No land within the view from A830 to Glenfinnan monument was considered for potential development in order to protect the historic landscape vista towards Loch Shiel.



Ten areas for potential infrastructure development have been considered:

1. At the NTS visitor centre/community car park
2. In the hardstanding areas adjacent to the Games Ground
3. At the entrance to Glenfinnan Estate (beside the existing bus stop)
4. At the old road loop 350m east of the visitor centre
5. At the Callop parking area access 2km to the east of the visitor centre
6. At Craigag on opposite side of A830 to Callop
7. South of Callop access near to existing small FLS car park
8. At Glenfinnan station
9. Next to the railway overbridge at the west of the village
10. In an existing lay-by 1km west of the village

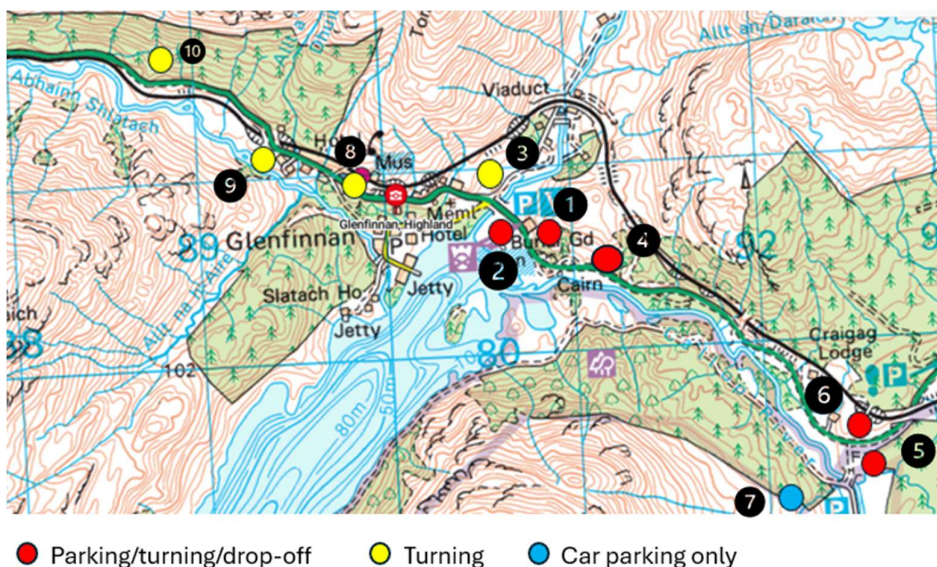


Figure 6 Locations considered (NB red/yellow refer to bus/coach turning)

4.2 Land Interest

The land required for the options in this study is owned by four primary landowners:

- National Trust for Scotland
- Forestry and Land Scotland
- Glenfinnan Estate and
- Fassfern Estate

The A830 trunk road is managed by Transport Scotland under the terms of the Roads (Scotland) Act 1984.

4.2.1 Glenfinnan Monument / Visitor Centre

The National Trust for Scotland owns the area around the monument and visitor centre (as noted with the purple arrows). It owns the existing car park adjacent to the visitor centre. The NTS own a stretch of woodland beside the river Finnan which is not suitable for development due to its ecological quality and visual impact on historic landscape. The NTS is currently undertaking a redevelopment project that will see a new, larger visitor centre constructed on its site to better accommodate visitor volume. The location of this new visitor centre will impact on the allocation and layout of space for parking on site. The design phase of the new visitor centre project is due to be completed in 2025/26.

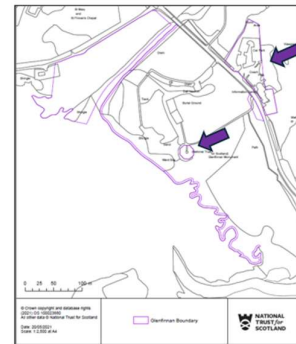


Figure 7 NTS land ownership

4.2.2 Forestry & Land Scotland

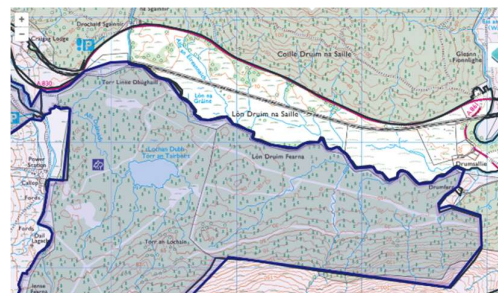
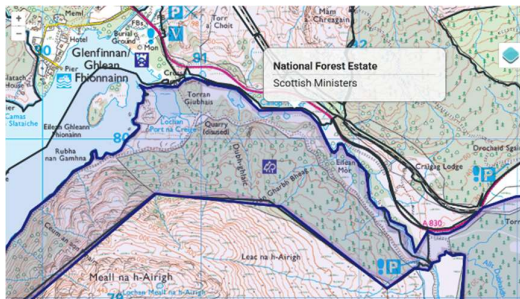


Figure 8 FLS land ownership

Forestry and Land Scotland (FLS) own the Callop and Drumfern Forest which lies south of the Callop River and on the east shore of Loch Shiel. FLS's priorities for these plots of land are for harvesting, peatland restoration, natural woodland regeneration and recreation. They have been supportive of utilising land at the Callop for parking infrastructure that reduces the visitor pressure in Glenfinnan.

4.2.3 Glenfinnan Estate

Glenfinnan Estate owns most of the land to the north of the Callop River and the railway line. It also owns the land on which the community car park is sited, and the games field and some of the land along the river.

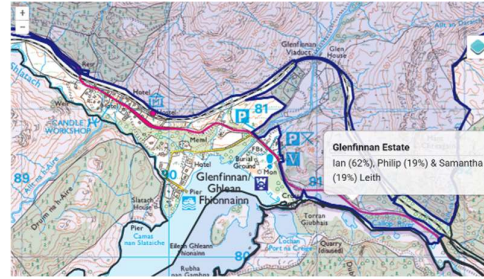


Figure 9 Glenfinnan Estate land ownership

4.2.4 Fassfern Estate

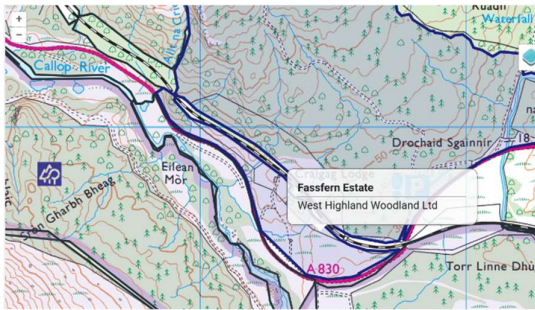


Figure 10 Fassfern Estate land ownership

Further east, the Fassfern Estate owns the land north of the A830 up to the small existing Callop car park.

4.3 Utilities

A desktop search of the utilities locations in the area of the study was carried out. Although diversions or protection measures will be required, the only utility that may require special consideration is the 33kV overhead line to the west of the Finnan River

4.3.1 Water

Water mains run from the water treatment works at the west of the village alongside the A830 and the Back Road through the village. East of the visitor centre there is a water main in the verge of the A830. Details are shown in the following plans.

All pipework could be diverted without major expense – so the water layout does not affect the option choice.

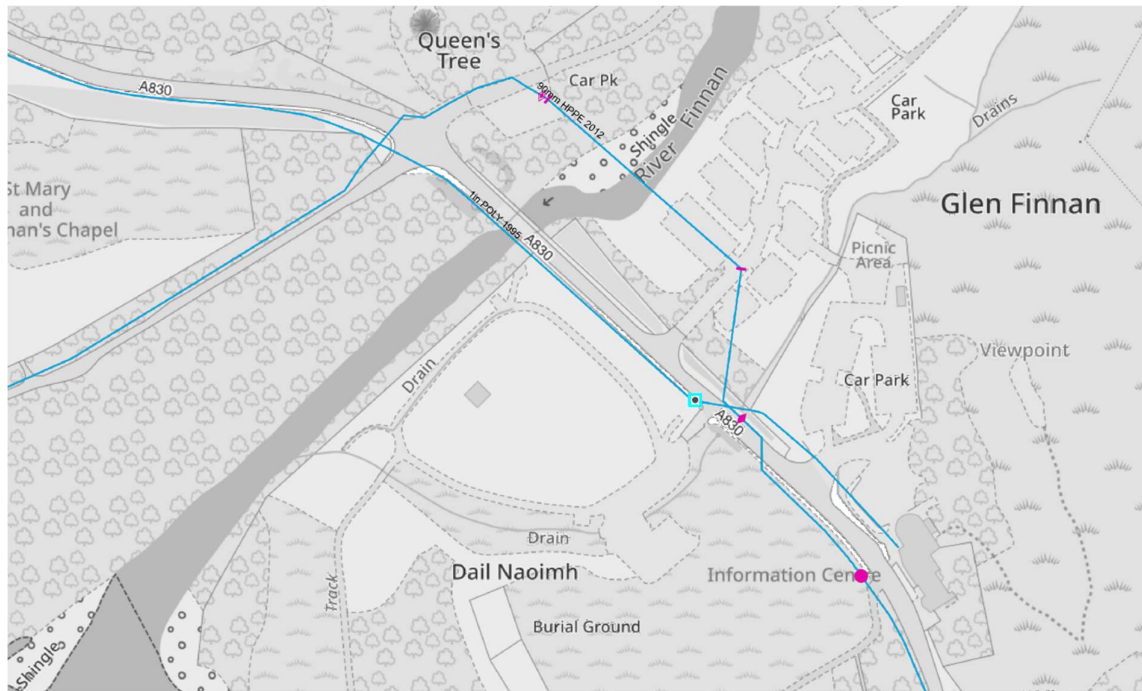


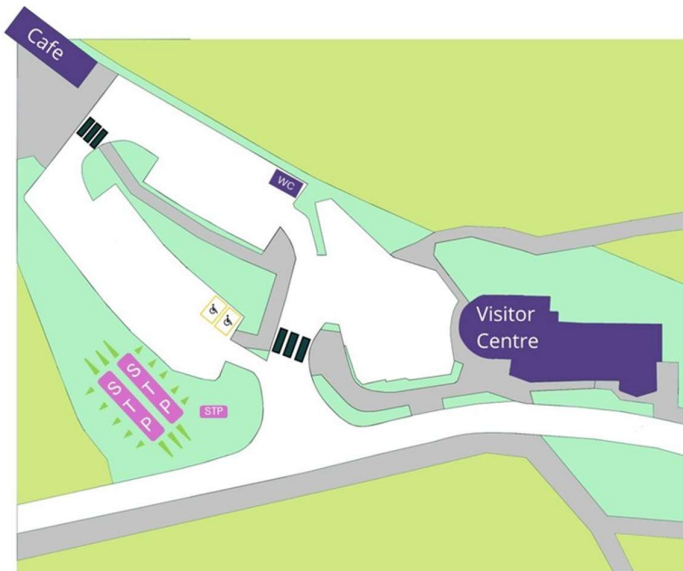
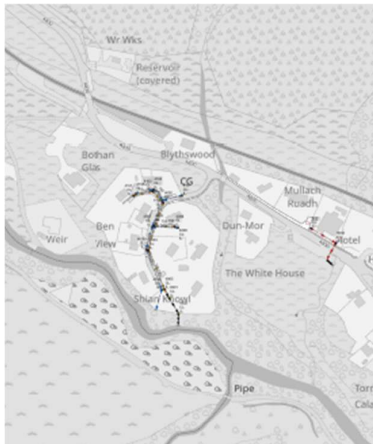
Figure 11 Water main location at Visitor Centre



Figure 12 Water main at Callop

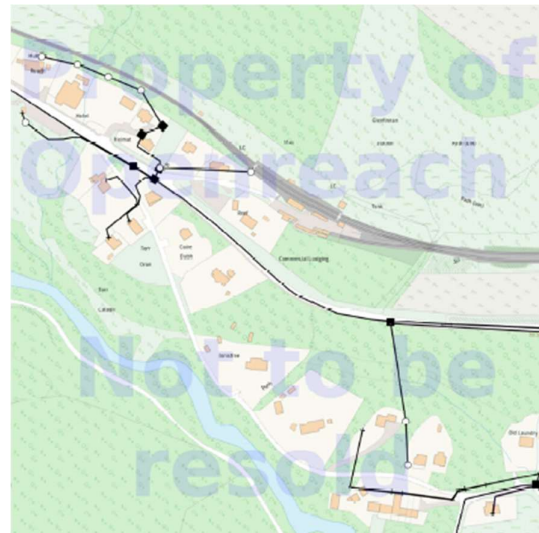
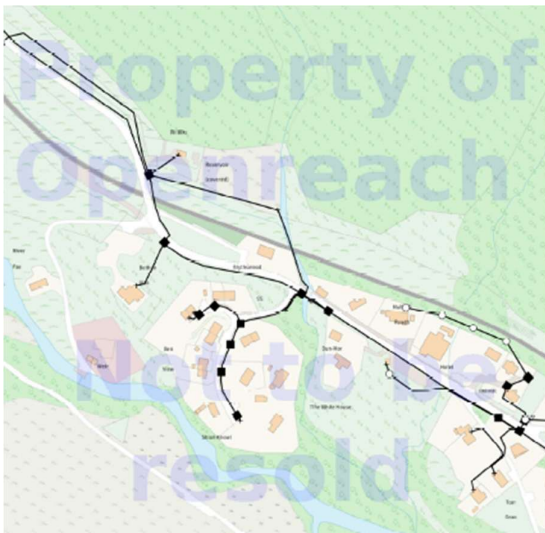
4.3.2 Sewerage

Most of the properties have their own private septic tanks or secondary treatment plants (e.g. NTS visitor centre – which has public toilet facilities). A small number of properties are connected to public sewers at the west of the village, but no problems with potential diversions are anticipated. The NTS visitor centre has its own secondary treatment plant.



4.3.3 BT

BT apparatus runs in the A830 verge and throughout the village. Some diversions will be required for some options – but nothing that would prevent development.

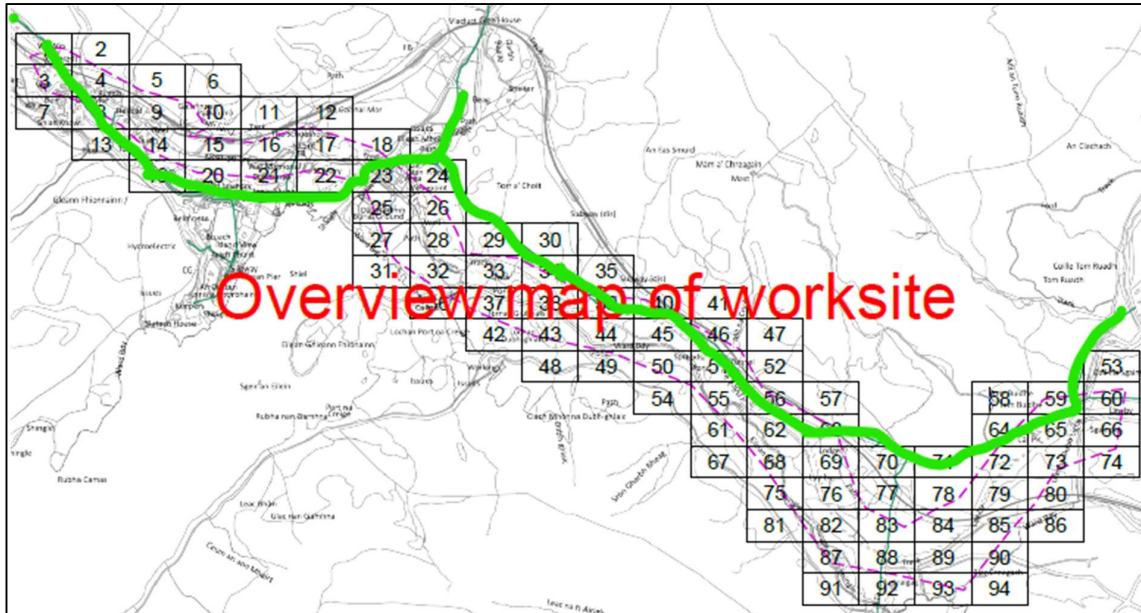




4.3.4 Electricity

There is a high voltage (33kV) overhead line running through the village – highlighted green on the plan. There are extensive low voltage lines supplying the village properties.

The only location for parking infrastructure that may be constrained by the power lines is at the Glenfinnan Estate entrance (area 3)



4. 4 Ground conditions

4.4.1 Ground conditions

No site investigation has been carried out but some variation in ground conditions is to be expected.

NatureScot provides some general information about the ground and soils in the area but not specific data for the ground in the river plains (Callop and Finnan). The general description available state is summarised:

Summary

Feature	Description
Soil & Bedrock	Thin glacial drift over quartz-schist bedrock
Peat Layer	Spongy, fibrous, 0.2–1.5 m typical; deeper basins up to 4 m
Hydrology	Saturated, waterlogged; rapid runoff after rains
River Depth	Highly variable; not navigable end-to-end; shallow in dryer seasons

Ground along the River Callop is described as **peaty, waterlogged, and often unstable** underfoot. The **Peat depth varies**—generally **under 1 m**, though basin areas may reach **1.5–4 m**, with **occasional deeper pockets** in specialized surveys. To the east of Callop there are areas designated as deep peat for restoration (see Fig 13)

Callop & Drumfern conservation

Author: Catriona MacLennan
Scale @ A2: 1:20,000
Date: 04/06/2025

- Legend**
- Heritage
 - Heritage Impact Zones
 - Special Areas of Conservation
 - Sites of Special Scientific Interest
 - Forest Roads
 - Watercourses
 - Restored Peatland
 - Blocks
 - ConfidentWoodland
 - Open, Priority Habitat
 - 100_percent_Deep_P
 - Partial_Deep_Peats
 - Special Protection Areas

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Scotland's national forests and land are responsibly managed to the UK Woodland Assurance Standard.

UK Woodland Assurance Standard (UKWAS) 2025

PEFC

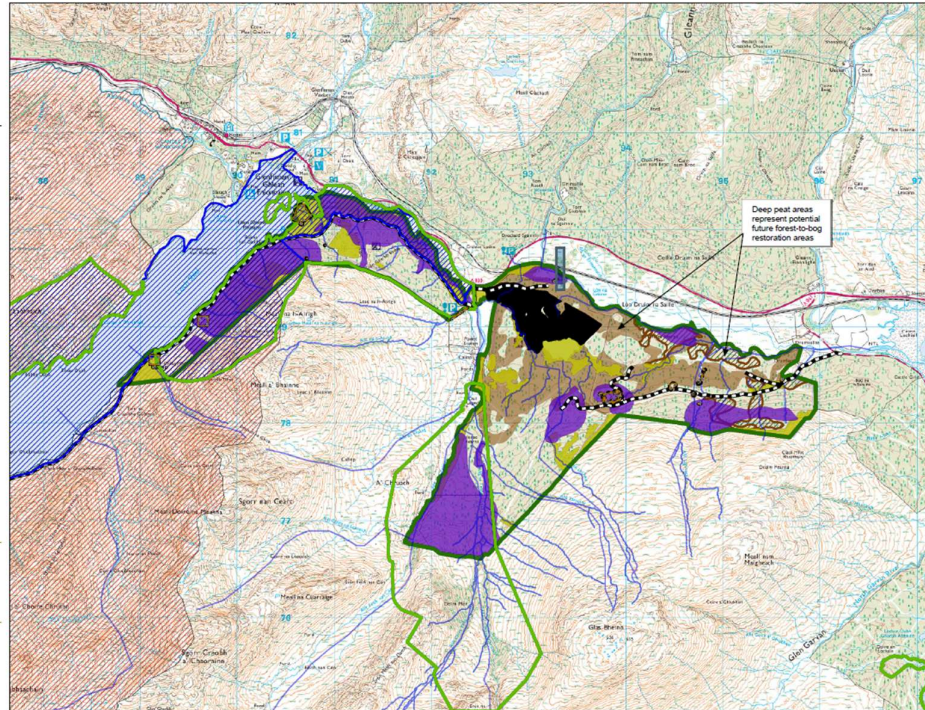


Figure 13 FLS Callop & Drumfern conservation designations

Any access roads or parking areas will not be able to be founded on solid ground so some form of “floating road” with imported rock fill within a geogrid/geotextile wrap has been allowed for in the costings.

Higher ground above the line of the A830 is likely to consist of peat on top of sound granular material or rock.

Any options taken forward to detailed design stage should be supported by a simple trial pit ground investigation.

4.4.2 Flooding

Both rivers (Finnan and Callop) are susceptible to flooding. Fig 11 shows the high risk of flooding zones from the SEPA database. Ideally any new parking infrastructure should be outside of these areas.

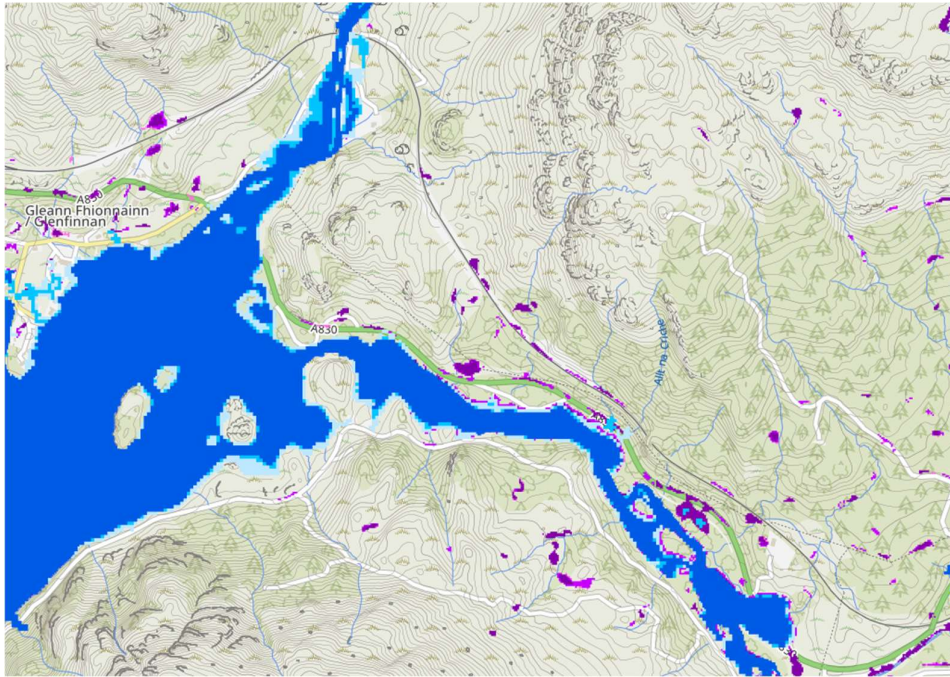


Figure 14 Flood risk >10% in any year

Car parking areas can be developed within the flood plain provided that overnight parking is not permitted. This assumes that there is sufficient warning to allow “at risk” areas to be evacuated.

4.5 Planning considerations

No consultation has been done with Highland Council’s Planning Department. A pre-application planning consultation should be done on the basis of any of the options considered for detailed design.

It is likely that the Council will require more information on:

- design statement
- flood risk
- environmental impact in the river
- accessibility
- archaeological assets
- Transport Scotland requirements

It is considered that the risk of not obtaining planning consent is low.

4. 6 Trunk Road consents (Transport Scotland)

The proposed works will have significant interfaces with the trunk road (Transport Scotland) in most locations. The Callop car park option (5) has been discussed with Transport Scotland and their response is included in section 5.5 . The significant issues raised (visibility splays, departures from standard, signage and lining) will have to be addressed for each option that is pursued.

It is suggested that the initial consultation should be done as part of the planning pre-application, which includes for a formal consultation with Transport Scotland.

4. 7 Engagement with stakeholders

Representative of the following stakeholders have been engaged in the development of the proposals.

- National Trust for Scotland
- Glenfinnan Community Council
- Glenfinnan Community SCIO

Other key stakeholders will be consulted, after its initial publication:

- Forestry & Land Scotland
- Glenfinnan Estate
- Shiel Buses

After formal consultation has been conducted, the stakeholders will be able to decide which options, if any, to take forward to detailed design and construction stages.

5. Infrastructure Options

5.1 Location 1 – National Trust for Scotland Visitor Centre

There are two independently managed parking facilities near the NTS visitor centre – one managed by NTS (Fig 1) and one by the Glenfinnan Community Facilities SCIO (Fig 2). There is a refreshments cabin in the NTS car park and access to the visitor centre toilets is open to all visitors. There is also a small out-of-hours WC facility.



Figure 15 NTS car park



Figure 16 Glenfinnan Community car park

The total capacity is as shown in the table below:

Car park	Coaches	Minibuses	Motorhomes	Cars
NTS	6	6	0	55
Community SCIO	0	0	10	103

During the busy summer period (June-September) both car parks are usually full by just after 0900. The visitor centre is open between 0930 and 1700 (summer) and has a flow of visitors through the day. The peak parking demand is related to the passing of the Jacobite steam train over the Glenfinnan viaduct at approximately 10.45 (Apr-Oct), 13.30 (May-Sep), 15.15 (Apr-Oct) & 18.00 (May-Sep).

Typical stopping time for coaches, minibuses and cars is 1-3 hours.

There are proposals being developed for a new visitor centre further away from the road than the existing visitor centre. Integration of the two car parks into a jointly managed facility is therefore an option if a comprehensive redesign is undertaken. The area is large enough to provide parking, drop-off and turning options. The following revised layout options were considered as examples of possible developments:

- Remodel NTS car park for coaches only with full turning capability (no reversing) (drg 2403/11)
- Reconfigure existing NTS car park (drg 2403/12)
- Combined car park – coaches beside A830 (drg 2403/13)
- Combined car park – coaches at visitor centre (drg 2403/14)

5.1.1 Remodel NTS car park for coaches only

The current NTS car park has up to two parking management staff on site. They restrict access to car



park when it is full, control the coach/minibus parking area and direct pedestrians away from the coach turning area. There are some health & safety concerns which could be addressed by making the car park “coach only” and banning vehicle reversing. The number of coach parking spaces created would be double the number of existing spaces at the cost of loss of all car spaces. A layout was prepared to check vehicle tracking. However, the conclusion was that the use of space was inefficient and that options 3 and 4 made much better use of the space.

5.1.2 Reconfiguring the existing NTS car park

The current NTS car and coach parking space is managed very efficiently by the parking area staff. The existing layout fits the available footprint well so no improvements within the existing footprint are possible.



5.1.3 Combined car park with single entrance/exit– coaches beside A830



The option of operating the two car parks as an integrated unit offers several benefits:

- The total space can be allocated more efficiently for parking
- Coach reversing can be reduced or eliminated
- Coach/ car drop-off could be incorporated to eliminate the dangerous drop-off/pick up actions that happen now.
- Single entrance and exits would be safer than the current dual access onto the A830 trunk road

Under further consideration, this option does not provide the minimum functionality required by the NTS within the space available - so it is rejected and not considered further.

5.1.4 Combined car park with single entrance/exit – coaches next to visitor centre



Option 4 is like option 3 but locates the coach parking beside the visitor centre (as it is now)

- The total space can be allocated more efficiently for parking
- Vehicle reversing would remain but there would be less pedestrians walking through the car park
- As for option 3 , this option does not provide the minimum functionality required by the NTS within the space available, so it is rejected and not considered further.

5.1.5 Combined car park with single entrance/exit –(drg 2403/15)



Option 5 is like options 3 & 4 . It tries to maximise the use of available space taking account of the enlarged sewage treatment works (constructed 2024) and make provision for the future visitor centre development

A considered design can only be prepared when the space required for the visitor centre extension is confirmed. A target parking capacity can be defined and several layout options

considered. The traffic management principles can also be decided – reversing/turning, integrated footpaths. For future planning purposes the following capacities could be considered:

Car park	Coaches	Minibuses	Motorhomes	Cars
Existing joint capacity	6	6	10	158
Future development capacity	12	8	12	180
Change	+6	+2	+2	+22

Option overview

Ref	Description	Comments	Value of project outputs	Land ownership issues	Transport Scotland issues	Environmental impact	Scalable short-medium term	NTS support	Community support	Take forward to further consideration
1.1	Remodel NTS car park for coaches only with full turning capability (no reversing)	Inefficient use of space. Disadvantages outweigh advantages.						X	X	X
1.2	Reconfigure existing NTS car park	Limited benefits						X	X	X
1.3	Combined car park – coaches beside A830	Increase in parking spaces. Separation of coaches from cars						X	X	X
1.4	Combined car park – coaches at visitor centre	Similar to 1.3						X	X	X
1.5	Combined car park – coaches beside A830 (allowing for location of sewage treatment plant)							✓	✓	✓

5.2 Games Field Access

There is an area of hardstanding to the east of the games field. It is used several times a year to support community events on the field. However, provided that the area is reserved for community use during those periods, there may be an option to use it in different ways:

1. To create a turning and drop-off area
2. To create a coach drop-off area, contiguous to the main road



Figure 17 Games field access – existing photo and potential coach turning area

However, this area, if developed as a turning /drop off area, would infringe upon the view of the monument and Loch Shiel which would be unacceptable to the NTS. It would also require a second access from the A830 in an area already with multiple accesses. That would require a departure from the DMRB (Design Manual for Roads & Bridges) which is unlikely to be supported by Transport Scotland when there are other alternatives.



Figure 18 Bus stop opposite NTS visitor centre

A less invasive option would be to provide a bus stop layby opposite the NTS entrance. It would also require a Departure from DMRB but may be supported by Transport Scotland. Short-term stopping for drop-off or pickup only would be allowed.

This would assist service buses and prevent blocking of the main road. It would also allow stopping of one or two coaches to drop off passengers to walk to the loch or to cross the main road using the pelican crossing.

This option would reduce the number of coaches entering the NTS coach park and may increase congestion. However it does not address the issue of where the coaches will park while waiting for passengers to return.

Option overview

Ref	Description	Comments	Value of project outputs	Land ownership issues	Transport Scotland issues	Environmental impact	Scalable short-medium term	NTS support	Community support	Take forward to further consideration
2.1	To create a turning and drop-off area	Obstructs one of the key scenic views of the monument. Access likely to be rejected by Transport Scotland								X
2.2	To create a coach drop-off area, contiguous to the main road	Small extent of works would relieve congestion at the busiest area- and improve flow of coaches.								X

5.3 Glenfinnan Estate Entrance

The gated access to Glenfinnan Estate is a private road but is designated as a core path (LO10.001) as shown on the map below. No discussions with the estate have taken place within the scope of this study. However, it is known that the estate uses the area for storage and uses the existing hardstanding for storage and for turning estate vehicles. Prior to construction of the community car park, the estate used to allow visitor parking in this area but that has been discontinued. The estate has provided a shelter off the main road for use by bus users only.

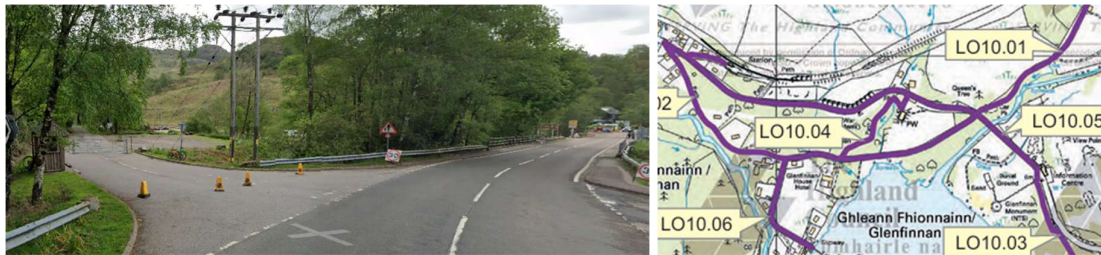


Figure 19 Estate access with map of core paths

A possible coach turning/drop off layout is shown. It has the advantages of already having an access off the trunk road and could allow west-bound coaches to turn there rather than drive through the village. There is a HV power line running across the site. However, it cannot be promoted without the support of the landowner, and it would introduce significant “parking management” problems to prevent illegal or inappropriate parking by tourists. It is excluded from further consideration.



Option overview

Ref	Description	Comments	Value of project outputs	Land ownership issues	Transport Scotland issues	Environmental impact	Scalable short-medium term	NTS support	Community support	Take forward to further consideration
3.1	Coach turning/drop-off/pick up	Space lies within existing estate land boundary						X	X	X

5.4 Existing road loop – east of visitor centre

There is a section of the old A830 road, about 200m east of the NTS visitor centre, near the end of the 40mph zone. It has been used as a lay-by in the past but is now gated to prevent access. There is potential to use this for coach or car parking, vehicle turning and drop-off. It is 200m from the A830 pavement at the visitor centre.



Figure 20 Access point at loop of old road

This section of land (between the old road and the current main road) is in a section of road with “no overtaking” traffic restriction because of the short sightlines in both directions. To form a junction compliant with Transport Scotland requirements would need additional measures such as reducing the speed limit to 30mph, adding a turning lane and additional warning signs. The visibility splays would need to be widened and one or more departures from DMRB standards granted.

The area would be designed as a coach parking area only, rather than a drop-off area. However pedestrian access (e.g. for coach drivers) to the visitor centre would be possible if a road crossing of the A830 is permitted. From the south side of the trunk road the planned Glenfinnan Greenway should provide a safe route to the visitor centre. It could use the existing boardwalk/path until the Greenway project is completed.



Figure 21 Entrance/Exit to old road loop

There are several potential configurations for the available space, but the maximum impact would probably be achieved by constructing a coach/minibus turning/parking area for 12 coaches or minibuses as shown below.



Figure 22 Coach turning/parking options

Option overview

Ref	Description	Comments	Value of project outputs	Land ownership issues	Transport Scotland issues	Environmental impact	Scalable short-medium term	NTS support	Community support	Take forward to further consideration
4.1	New turning and parking for 12 coaches with new path link	Additional infrastructure within 200m of visitor centre. Keeps traffic away from main village. Transport Scotland may not permit accesses. Parking area and path access would be on estate land – no discussions held with estate						?	X X	x

5.5 Callop

No appropriate large parking area other than the existing NTS/Community car parks between the River Finnan and the NTS visitor centre has been identified in the sites considered. Travelling east from Glenfinnan along the A830, the first open areas are just over 1km away at Callop (to the south of the road) and Craigag (to the north).

Construction of bus/coach, minibus and car parking there provides an excellent opportunity to reduce the amount of visitor traffic entering the village and within the heart of Glenfinnan's historic landscape. This would greatly improve the experience of the village for community and visitors alike.

Both sites have existing accesses onto the A830 but are in a “no overtaking” zone of restricted visibility. Development of either access would require some changes to the main road (e.g. turning lane, cut back of vegetation from the visibility splays and signage). They would be subject to Transport Scotland approval.



Figure 23 View of Callop access from A830



The land is owned by Forestry & Land Scotland. The forest development plan shows likely development in the area south of the A830. There is a designated recreation area which incorporates a forestry track and a path with a bridge over the river. The route is also one of the options for the popular long-distance trail – the Cape Wrath Trail.

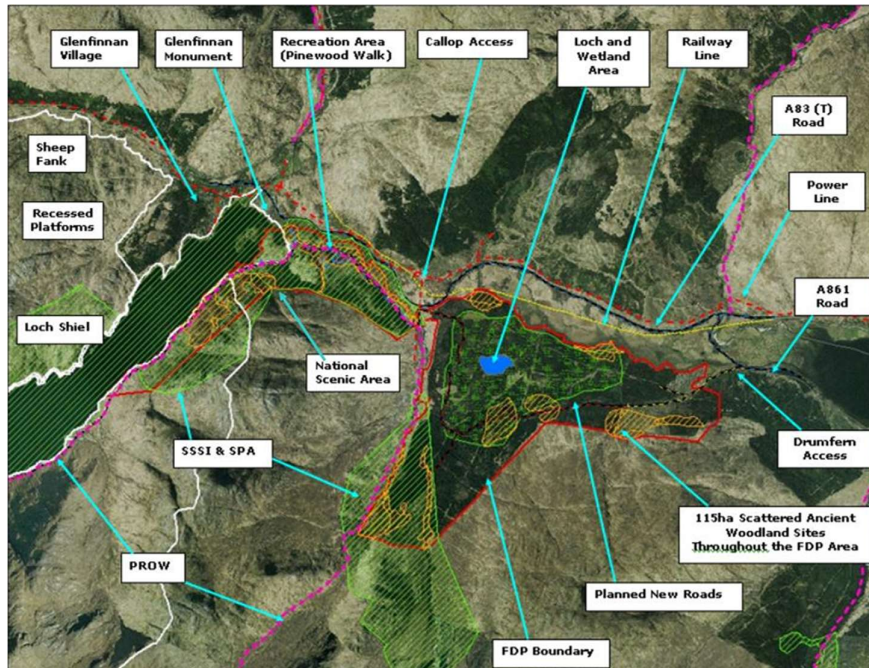


Figure 24 FLS Callop & Drumfern Forest Development Plan - Analysis

The area is also used for shooting by the Glenfinnan Gun Club who have a hut adjacent to the access road. If developed, provision would have to be made for access to or relocation of those facilities.

The Callop area is large enough to accommodate parking for 100 cars and 40 coaches and could include other facilities such as a shuttle bus terminus with shelter, toilets, and cycle hire facilities. Users could walk to Glenfinnan along the path or be taken to Glenfinnan on a service or shuttle bus service. For the location to be effective it would be necessary to form some type of integrated active travel hub.

A possible layout is shown below:

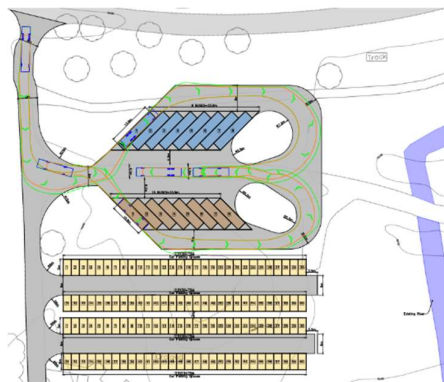


Figure 25 Possible combined coach/car park at Callop linked to Glenfinnan by path

This site provides an attractive option because it is part of the Forestry and Land Scotland estate and the planned use includes development for recreational use. It is also scalable – so could be developed initially as a parking area linked by path to Glenfinnan. If the demand is demonstrated there is space available to increase the size and to introduce other compatible facilities such as cycle hire facilities. There is a 90mm dia water main in the south verge of the A830 so additional facilities such as toilets (with secondary treatment plant) could be developed at a reasonable cost of servicing.

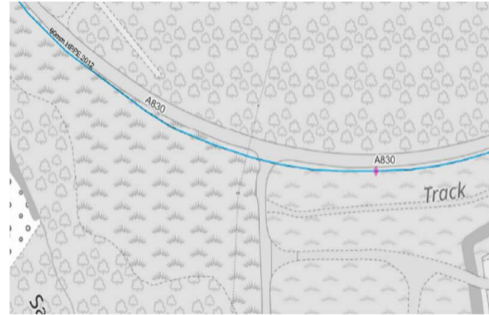


Figure 26 Location of water main at Callop

The existing access does not comply with DMRB standards but could be acceptable to Transport Scotland if several departures from standard can be approved. Transport Scotland were consulted informally about this location and responded with the comments shown on the following pages.

Email from Transport Scotland area development manager to NTS:

“I refer to your recent email below seeking informal comments regarding proposals to create an off-site coach parking area around 1.5 miles east of Glenfinnan at an area known as Callop. I’ve now had a chance to consider these proposals further and to discuss them with colleagues, including David Devine (the Area Manager for the A830(T)), and would provide you with initial high level informal comments as follows:

1. Based on the information provided, I assume that the site in question is accessed off the A830(T) via the existing access here: [A830 - Google Maps](#)
2. Although the bell mouth of the existing access where it joins the A830(T) is reasonably wide, given the intention is for the parking area to be formally designated for use by coaches, the access plus the access road leading to it, will need to be significantly widened. Any improvements will need to comply with the standards as set out in the Design Manual for Roads and Bridges (DMRB), most notably CD 123 *Geometric design of at-grade priority and signal controlled junctions* & CD 109 *Highway Link Design*. See here: [Search Results - DMRB \(standardsforhighways.co.uk\)](#)
3. The existing access is located on the outside of a bend on the A830(T) and the achievable visibilities would appear to be below the minimum desirable for a 60mph section of the A830(T) i.e. a Y-distance of 215m.
4. Given the types of vehicles expected to use the parking area i.e. coaches, Transport Scotland would expect the X-distance to be as close to 9m as possible – the desired standard, but not less than 4.5m as an absolute minimum. We would not accept an X-distance of 2.4m in this case. At an X-distance of 4.5m there would appear to be a rock formation to the east (right) of the access which would need to be removed – see here: [A830 - Google Maps](#)
5. Based on a quick look at Google Maps the achievable visibilities appear to be around 130m to the east and 140m to the west. These would however need to be properly measured on site.
6. You mention that the access point is only around 200m from where the A830(T) passes under the railway line where there is a tight bend where traffic has to slow down. I note that the A830(T) is only wide enough for one way traffic as it passes under the railway line, which will again slow vehicles down. I would however suggest that the access is closer to 350m from the bridge / bend and therefore traffic is likely to be travelling at greater than 30mph as it passes it – see point 7. below. Notwithstanding, as departures from standard would be required regarding the visibilities – as you will never achieve the 215m desirable minimum, as a starting point it would be necessary to carry out a speed survey to determine the design speed and hence what visibility standard needs to be achieved. For example, if the average speed (OK, it would be the 85th percentile speed) was found to be say 50mph, then the design speed would be 85A kph and the desirable minimum visibility would be 160m. CA 185 *Vehicle Speed Measurements* provides additional information on this which is available via the link above.

7. **For information only** - I have had a look at TS's regular Route Shoot videos which are taken on a regular basis by our Operating Company across all trunk roads and include the speed of the vehicle as it travels along the route. Based on these I would advise that for the A830(T) in this location the Operating Company's vehicle is generally travelling at between 41 and 44mph eastbound as it passes the existing access and at between 38 and 43mph westbound. Heading west under the railway bridge, regardless of whether the vehicle needs to wait on eastbound traffic to clear, by the time the vehicle negotiates the tight right hand bend it is already doing 16mph and by the time it passes the existing access it is travelling at between 38 and 43mph. Although the OC's vehicle is limited to 50mph, it never reaches this speed in either direction on approaching the existing access. None of that is terribly scientific and nor would it replace a proper speed survey or be sufficient for a departure application, but it would appear to suggest that a design speed of 50mph (85A kph) would likely be expected. If that were the case, as outlined above, the desirable minimum visibility would then be closer to 160m than 215m.
8. There is no history of accidents associated with the existing access and use of the car park, so that's in its favour.
9. A swept path analysis would need to be submitted for the largest vehicles expected to use the access / parking area, to confirm they can safely enter and exit the site without having to swing over or onto the opposite carriageways. The parking layout would also need to show that such vehicles could turn around within the curtilage and therefore enter and exit in a forward gear.
10. Additional signing would be required along the A830(T) in both directions in advance of any new parking facility. A signing strategy would need to be agreed with Transport Scotland.
11. Scale drawings showing the proposed revised access arrangement along with the achievable visibilities and the internal parking and turning arrangements would need to be submitted to Transport Scotland for review and approval, along with the signing strategy. Transport Scotland would be happy to review any such drawings and departure applications prior to NTS submitting a formal planning application to THC if that would assist, although I would recommend you have informal discussions with THC planners too to gauge their enthusiasm for the proposals or otherwise.

If you were to take this forward I would suggest the first thing to do would be to measure the potential visibility splays which can be achieved and then prioritise carrying out a speed survey to determine the actual design speed. This will help to determine if the junction could work, along with the likelihood and potential magnitude of any departures necessary, which in turn will provide an indication of whether this is a non-starter or whether it's worth pursuing further by applying for any such departures."

Option overview

Ref	Description	Comments	Value of project outputs	Land ownership issues	Transport Scotland issues	Environmental impact	Scalable short-medium term	NTS support	Community support	Take forward to further consideration
5.1	New parking for 20 coaches and 100 cars with new path link and shuttle coach option. Other sizes can be considered	Transport Scotland lack of consent risk, Gun club requirements to be met. significant upfront investment required. Could be developed in phases.						✓	✓	✓

5.6 Craigag

The land to the north of the A830 opposite Callop would be a possible for the development of parking infrastructure. There is now only one business operating from Craigag Lodge (B&B). It already has access from the A830.



There are several potential issues that make Craigag a less attractive option than Callop:

- Pedestrians walking to Glenfinnan would have to cross the A830 and there is no nearby safe crossing point
- Existing accesses would not be acceptable to Transport Scotland and may be rejected or require remodelling of the main road
- There are limited existing tracks in the area. Development costs would be higher than Callop.



Figure 27 Possible parking layout at Craigag

Option overview

Ref	Description	Comments	Value of project outputs	Land ownership issues	Transport Scotland issues	Environmental impact	Scalable short-medium term	NTS support	Community support	Take forward to further consideration
6.1	New parking for 20 coaches and 100 cars with new path link and shuttle bus option	Significant risk of Transport Scotland lack of consent. Landowner support not investigated. High cost. Could be developed in phases.						X	X	X

5.7 Callop (2) – west of existing riverside car park

There is an existing Forestry & Land Scotland track from the A830 running alongside the river towards Glenfinnan. It can be accessed from a small FLS car park (marked with a star on this location plan – also showing the relationship to areas 6 & 7. This option considers upgrade of the existing forest track – for use by cars only as is often the case with FLS car parks.

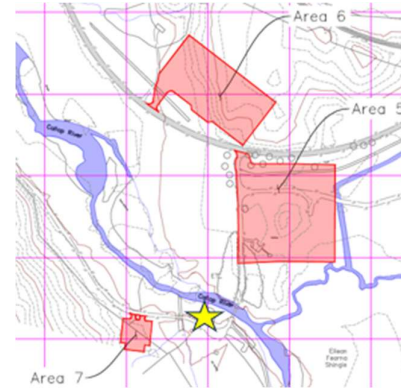


Figure 28 Callop riverside car park

The area marked area 7 (shown red on Fig 28) has been felled and would provide space for an enlarged car park without encroaching into the riverbank area. (spaces shown for 24 cars and 8 minibuses/motorhomes). However, the forestry access is via a bridge across the Callop River that is in poor condition and would require significant remedial work to be used by the public.

A possible parking layout is shown below. It could be smaller or larger than the area shown and would be suitable for incremental development to match use of the facility.

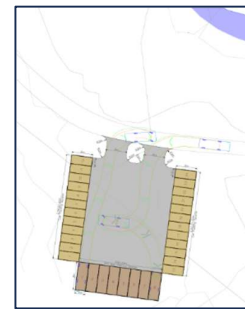


Figure 29 Callop riverside car park
- possible configuration

This option offers little benefit compared to option 5 so is not considered further.

Option overview

Ref	Description	Comments	Value of project outputs	Land ownership issues	Transport Scotland issues	Environmental impact	Scalable short-medium term	NTS support	Community support	Take forward to further consideration
7.1	New parking for 24 cars and 8 minibuses/motorhomes	This is a small-scale option – possibly a “quick win” deliverable option – but does need the upgraded Callop river path to be reinstated. Could be developed in phases. However it would take vehicles a considerable distance away from the existing developed road corridor into a woodland area with minimal development						X	X	X

5.8 Glenfinnan Station access – Coach turning/parking area

There is an access road from the A830 up to Glenfinnan Station with its visitor facilities. However it has limited capacity for cars and no safe capacity for minibuses or coaches. There is a small existing car park at the main road junction. The service bus stop for the Fort William – Mallaig route is also at the junction.

The infrastructure requirement at this location is to provide space for turning of a shuttle bus or midibus (up to 29 seats) so that pedestrians can be dropped off or picked up without blocking the main road. It would also encourage use of the train to get into or away from Glenfinnan.



Figure 31 Glenfinnan Station access

One possible parking layout is shown above. It is limited to the area shown by the topography. The existing slope from the A830 up to the station is naturally steep. Significant engineering works in the form of retaining walls would be required to create more space and to form space for midibuses to turn left when exiting the station access road.

Option overview

Ref	Description	Comments	Value of project outputs	Land ownership issues	Transport Scotland issues	Environmental impact	Scalable short-medium term	NTS support	Community support	Take forward to further consideration
8.1	Midibus turning facility at the Glenfinnan Station access – shuttle bus stop. Retain 7 of existing car parking spaces.	Landowner to be consulted. Could be used to make a good shuttle bus terminus. Not on the trunk road so may not cause concern to Transport Scotland.					X	X	X	X

5.9 Head of village – turning area (beside Schlattach railway bridge)

If a shuttle bus service could be introduced to Glenfinnan there are no suitable turning areas west of the River Finnan so the shuttle bus will need a dedicated turning area. One option is shown in Fig 32.

A consultation meeting was held with representatives of Transport Scotland and Bear on 22nd May 2025. TS advised that they planned to replace the rail bridge in the medium term and realign the A830, crossing the railway to the west of the existing bridge. There is an opportunity to engage in discussions with Transport Scotland and Bear to develop a mutually beneficial scheme to include a bus turning area into the new road layout.

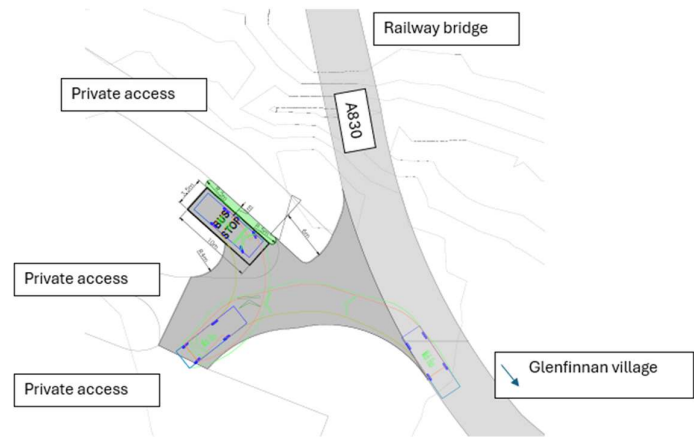


Figure 32 Top of village shuttle coach turning area

Option overview

Ref	Description	Comments	Value of project outputs	Land ownership issues	Transport Scotland issues	Environmental impact	Scalable short-medium term	NTS support	Community support	Take forward to further consideration
8.1	Midibus turning facility at the top of the village (beside the railway bridge).	Landowners and residents with access from this junction still to be consulted. Could be used to make a good shuttle bus service.. Next to the trunk road so would have to be agreed with Transport Scotland.						✓	✓	✓

5.10 West of village – turning area

A turning facility west of the village would be helpful to coaches and minibuses. One possible parking layout is to extend an existing lay-by c 1km west of the village. However, it is quite a distance from the village and is less beneficial than the turning area in section 5.9 above.

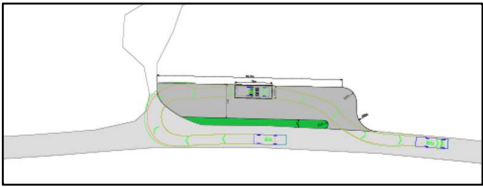


Figure 33 West of village coach turning area

Option overview

Ref	Description	Comments	Value of project outputs	Land ownership issues	Transport Scotland issues	Environmental impact	Scalable short-medium term	NTS support	Community support	Take forward to further consideration
10.1	West of village turning area	Does provide turning option west of village but is too remote. On the trunk road so may cause concern to Transport Scotland.						X	X	X

5.11 Infrastructure options - drawings

The following drawings represent the detailed layout used for each area to show concepts and to be used as the basis for cost estimates. Copies are included in Appendix A (A3 size @ 50% scale)

Drawing No.	Title	Location
2403/01	Location plan	
2403/11	Area 1.1 – Coach Park (in NTS area)	Visitor centre/community car park
2403/12	Area 1.2 – Existing NTS area -minor modifications	Visitor centre/community car park
2403/15	Area 1.5 – Integrated parking C	Visitor centre/community car park
2403/21	Area 2.1 Coach Drop-off / Turning A	Bus stop opposite NTS visitor centre
2403/22	Area 2.2 Bus stop	Bus stop opposite NTS visitor centre
2403/23	Area 2.3 Coach Drop-off / Turning B	Bus stop opposite NTS visitor centre
2403/31	Area 3.1 Coach Turning	Glenfinnan estate entrance
2403/41	Area 4.1 Coach Turning/Parking	A830 200m east of NTS visitor centre
2403/51	Area 5.1 Coach & car parking A	Callop
2403/52	Area 5.2 Coach & car parking B	Callop
2403/61	Area 6.1 Coach & car parking	Craigag
2403/71	Area 7.1 Car and minibus parking	Callop
2403/81	Area 8.1 Midibus turning & car parking	Station access road
2403/91	Area 9.1 Coach turning	Schlattach rail bridge
2403/101	Area 10.1 Coach turning	1km north-west of village

Bold indicates the options taken forward for cost estimate and further consideration.

6. Cost plan

Budget costs for those options have been calculated as shown in the table below. These are approximate costs based on the layouts developed. If any of the options are developed there will be some variation in the area developed and the amount of stone and asphaltic surfacing used. So, these costs are provided to assist with the identification of options for further development rather than to set funding aspirations.

GLENFINNAN PARKING INFRASTRUCTURE COST ESTIMATES					
	OPTION				
	1.5	2.2	4.1	5.2	9.1
Site clearance	5,000	1,000	2,000	5,000	1,000
Fencing/gates	3,000	750	5,250	6,000	1,000
Drainage	10,000	2,750	3,750	11,000	2,000
Earthworks	100,000	8,250	50,000	300,000	20,000
Stone surfacing	22,500		18,750	7,500	
Asphaltic surfacing	400,000	35,350	144,000	402,000	72,000
Lining	3,000	1,000	1,000	2,000	2,000
Signage	2,000	1,000	2,000	2,000	1,000
Traffic management / Road Safety Audit)	20,000	15,000	15,000	15,000	5,000
Design/Project management	100,000	20,000	45,000	100,000	20,000
Prelims	81,825	9,765	36,263	112,575	15,600
Contingency min	149,465	18,973	64,603	192,615	27,920
Contingency max	328,823	41,741	142,126	423,753	61,424
Total - min	897,000	114,000	388,000	1,156,000	168,000
Total - max	1,076,000	137,000	465,000	1,387,000	201,000

It is important to note that options have been developed to take account of the areas of land available at each location. The required capacity for parking, drop off and turning can be considered as a whole, and a combination of options that are smaller than drawn could be taken forward.

The cost of the shortlisted options has to be considered alongside other factors such as arranging funding, and the feasibility of reaching agreement with the landowners and Transport Scotland. Rather than select a single preferred option, it is proposed that five projects be considered further, designs developed to match available funding and then delivered as a number of phases.

7 Community consultation

The report has been developed in consultation with the National Trust for Scotland and the Glenfinnan Community SCIO. A meeting was held by Teams on 28th April 2025 – attended by Emily Bryce (NTS), Fiona Gibson, Ingrid Henderson (both SCIO) and Ian MacGillivray (SigmaPM).

The SCIO representatives reported on the community discussions. They supported options 1 (visitor centre), 5 (Callop) and 9 (Schlattach railway bridge) but did not support options 2,3,4,6,7,8, and 10.

NTS confirmed support for 1, 4 (east of visitor centre - for coach parking only), 5 & 9.

It was noted that there were no immediate funding prospects now that the SRTIF funding round of February/April 2025 was closed. The 2026 SRTIF funding round has not yet been announced and will be impacted by the Scottish Government elections in May 2026. However it is recognised by VisitScotland, Highland Council and Transport Scotland that Glenfinnan is a national priority for visitor management and infrastructure investment, so it is likely that a future funding package combining local and public contributions can be developed.

Of the preferred options, the one that is well supported and most straightforward to deliver is option 5.2 at Callop, or an initial phase to prove demand before developing the final project area .

Redevelopment of the combined NTS/SCIO car parks between the visitor centre and the River Finnan could be progressed to a preliminary design stage if the land boundary for the new visitor centre could be defined and a “heads of terms” agreed for the management and income sharing arrangements.

The turning area (option 9) is dependent on an integrated solution being developed with Transport Scotland, Network Rail and the landowners.

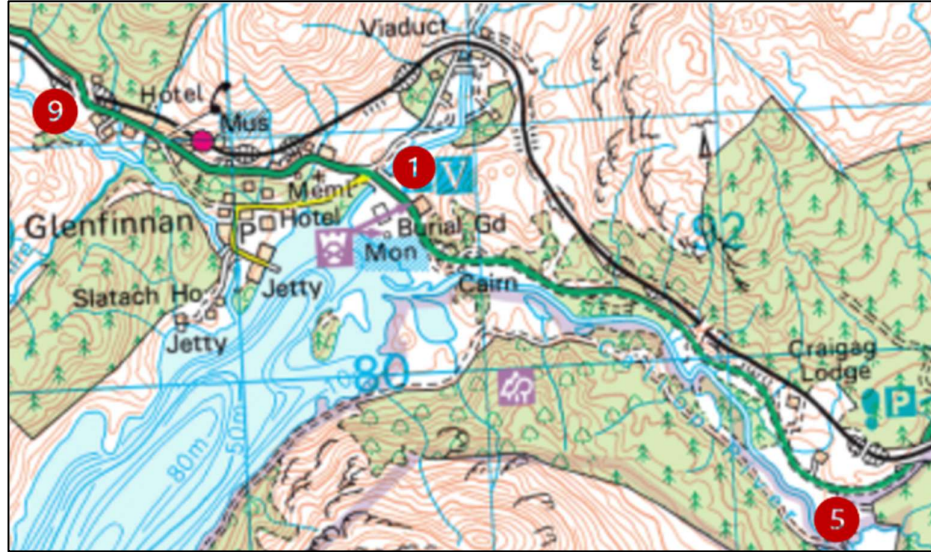
8 Recommendations

The five options considered in section 6 have been reduced to three options after consultation. The following three infrastructure improvement projects have been identified as priority projects, supported by NTS and the Glenfinnan Community SCIO:

Area 1 – Integrated parking C (visitor centre/community car park combined)

Area 5 - Coach & car parking (Callop)

Area 9 Coach turning (top of village)



The three shortlisted options are compared in the table below:

Location	Benefits	Budget cost range	Timescale/Issues
Area 1.5 – Integrated parking C	Significant increase in parking for cars, minibuses and coaches; coach turning facility	£897k-£1,076k	Medium term; Large funding requirement. Land agreement required – NTS/SCIO/Estate
Area 5.2 Coach & car parking B	Reduces proportion of visitor traffic entering Glenfinnan's core scenic landscape	£1,156k-£1,387k	Short term – Significant funding required – but could be done in conjunction with other facilities (e.g. shuttle bus terminus)
Area 9.1 Coach turning		£168k-£201k	Medium term - linked to development of coach/shuttle bus options.

Short term 1-2 years; Medium term 3-5 years; Long term 6+ years

It is suggested that the stakeholders prioritise the Callop option (5.2 – modified to suit immediate requirements and potential funding) and agree a project delivery plan.

The other main options (1 and 9) could proceed along similar stages after the scope and programme for the associated projects by NTS and Transport Scotland are confirmed.

The next steps for option 5 Callop would be as follows:

- Topographical survey of the potential Callop area (undertaken by NTS in June 2025 in relation to Glenfinnan Greenway scoping study).
- Confirm who will act as Project Sponsor for delivery and subsequent management of the parking
- Appoint designer (or design team)
- Determine no. of parking spaces required in phase 1 (suggested numbers in table below – to be agreed by stakeholders).

	Asphalt surfaced (main parking)	Blinded subbase surface (main parking)	Blinded subbase surface (overflow)
Coach	6	-	6
Minibus	6	-	6
Motorhome		6	12
Cars		50	50

- Preliminary layout design – planning application
- Funding applications
- Detailed design + preparation of tender documents

This report will be made available for public consultation by the key stakeholders and then used to inform the project plans for each of the options to be taken forward.

Report (v3) prepared by:
SigmaPM Limited
Achna House
34 Millbank Road,
Munlochy,
Ross-Shire, IV8 8ND
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Appendix 1 - Drawings

Drawing No.	Title
2403/01	Location plan
2403/11	Area 1.1 – Coach park (in NTS area)
2403/12	Area 1.2 – Existing NTS area -minor modifications
2403/13	Area 1.3 – Integrated parking A
2403/14	Area 1.4 – Integrated parking B
2403/21	Area 2.1 Coach Drop-off / Turning A
2403/22	Area 2.2 Bus stop
2403/23	Area 2.3 Coach Drop-off / Turning B
2403/31	Area 3.1 Coach Turning
2403/41	Area 4.1 Coach Turning/Parking
2403/51	Area 5.1 Coach & car parking A
2403/52	Area 5.2 Coach & car parking B
2403/61	Area 6.1 Coach & car parking
2403/71	Area 7.1 Car and minibus parking