

Fort William Integrated Transport Plan

AECOM

Stantec

HI TRANS
THE HIGHLAND TRANSPORT PLANNING ASSOCIATION

The Highland Council
Comhairle na Gàidhealtachd

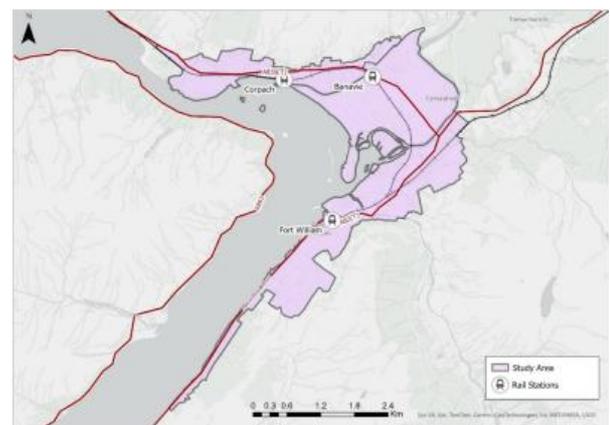
TRANSPORT SCOTLAND

Background

The Fort William ITP is a strategic study aimed at improving transport infrastructure and connectivity in and around Fort William. It aims to address long-standing issues such as trunk road resilience, journey time reliability and accessibility.

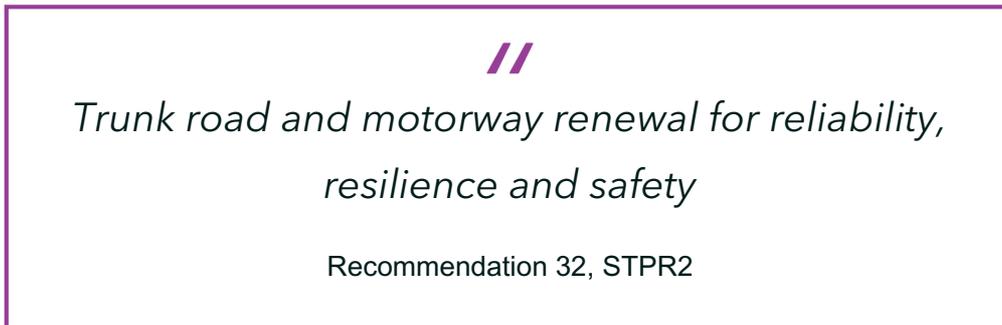
The study area is shown to the right. It comprises of Fort William, Caol, Inverlochy, Banavie and Corpach.

The study will include appraisal of transport solutions within the study area following Scottish Transport Appraisal Guidance (STAG). A clear action plan and programme for delivery will be



provided for whichever options are identified during the study as the preferred way forward.

HITRANS, the Regional Transport Partnership (RTP) for the Highlands and Islands has commissioned AECOM in partnership with Stantec to develop an Integrated Transport Plan (ITP) for Fort William in accordance with **Recommendation 32** of the second Strategic Transport Projects Review 2 (STPR2).

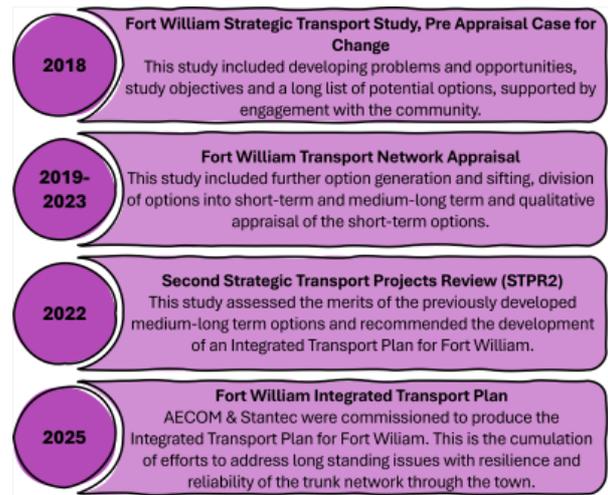


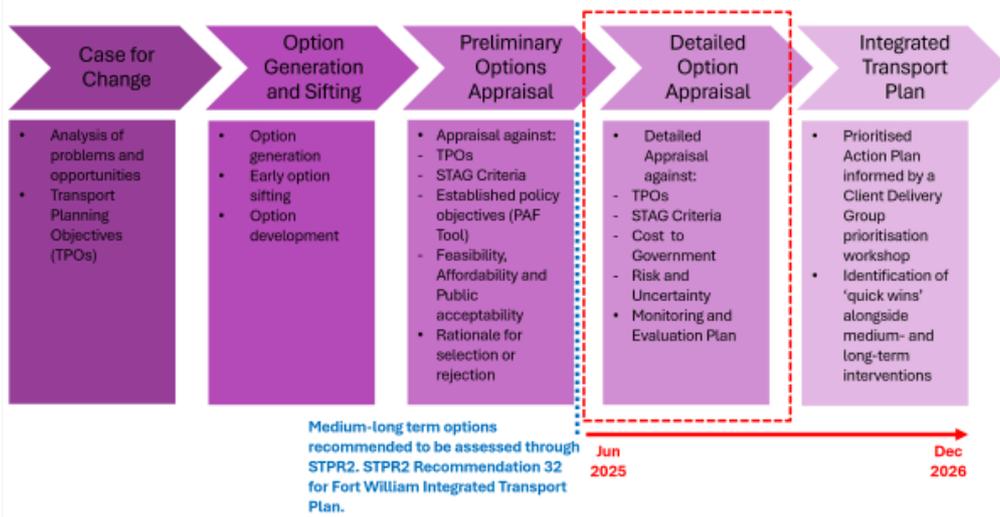
About the Integrated Transport Plan

There has been a significant amount of work done around Fort William over the last decade prior to this Integrated Transport Plan.

Building on the previous work completed, the initial task was to complete a **review, validation and refresh** of the work done to date. This involved an update to the policy review as well as updating the socioeconomic, development and transport baselines set out in the **Fort William Transport Network Appraisal**.

The ITP is following the Scottish Transport Appraisal Guidance (STAG) which is outlined below. As shown in the diagram below, the project is currently working through the Detailed Options Appraisal process.



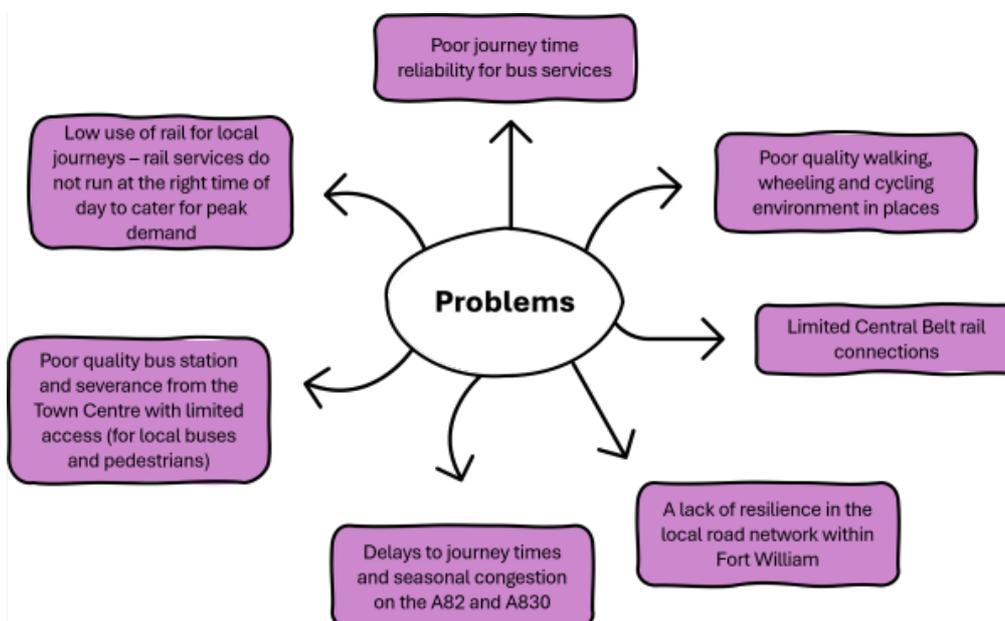


Problems & Opportunities

Identified Problems

The data which formed the Case for Change in the Fort William Strategic Transport Study was reviewed and updated as there have been significant changes between 2018 and 2025, most notably the COVID-19 pandemic. This update reviewed policy and refreshed the socioeconomic, development and transport baseline data.

As a result, the previously identified problems were also reviewed and updated with the following problems identified:



Identified Opportunities

From the updated baseline analysis and stakeholder discussions, several opportunities were identified:

- **Economic** - opportunities for business growth if journey time reliability is improved - this applies to businesses who are based in Fort William, those with businesses involved in travelling through the town and inward investment opportunities.
- **Health** - opportunities for health benefits associated with improved active travel and public transport options.
- **Development** - opportunities for new development should journey time reliability and transport connectivity by alternative modes be improved.
- **Environmental / Placemaking** - opportunities for improved environment and enhanced placemaking associated with the potential transfer of freight to alternative modes.
- **Tourism** - enhanced potential to accommodate future growth in visitor numbers should journey time reliability and transport connectivity by alternative modes to be improved.

Vision and Transport Planning Objectives

The Vision for the Integrated Transport Plan is ***to support a connected, inclusive, safe and resilient Fort William.***

Setting Transport Planning Objectives (TPOs) based on evidenced problems is central to the appraisal process and aim to support the Vision. The TPOs identified for the study are as follows:

1. Reduce travel time delay and variability whilst minimising the generation of additional traffic
2. Improve the resilience of the transport network
3. Increase the proportion of people walking, wheeling, cycling and using public transport
4. Support sustainable economic growth, including improving opportunities for freight movement by non-road modes
5. Reduce the negative effects of severance (i.e. physical division of communities caused by the A82 and the volume of traffic on

this route)

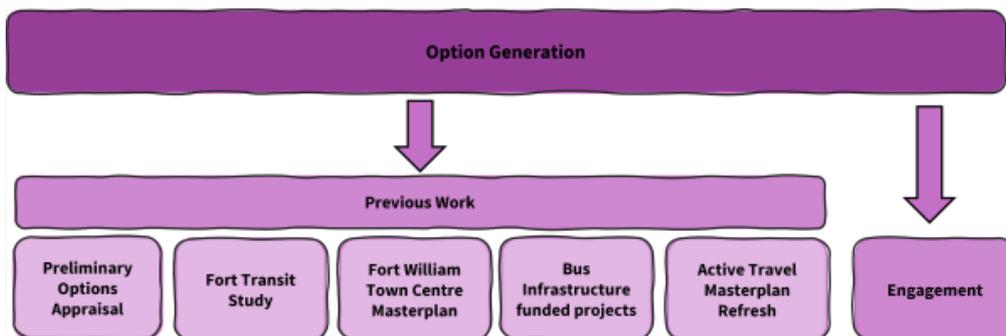
6. Improve integration between different modes

These objectives are then used within the options appraisal, along with the five STAG criteria (Environment; Climate Change; Health; Safety and Wellbeing; Economy; and Equality and Accessibility), to determine which options should be progressed.

Option Generation

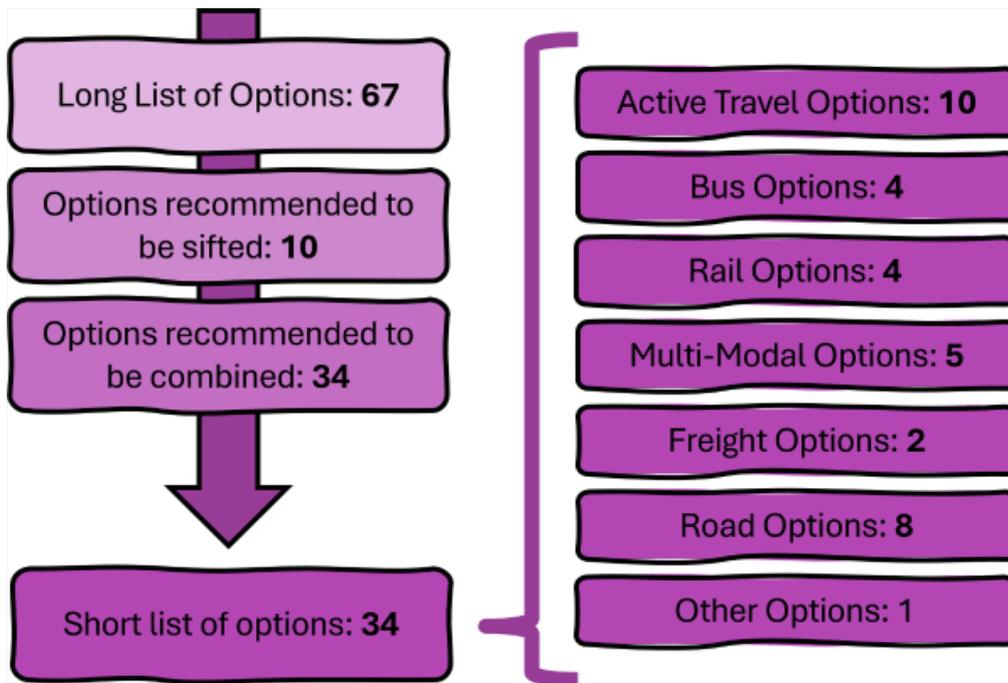
The Option Generation process involved a review of options developed through other work to determine their continued relevance as part of the ITP and the creation of new options generated through the engagement process.

The review of previously developed options included those developed through the Preliminary Options Appraisal (short-term and medium-long-term options), Fort Transit Study (considering options around rail opportunities within Fort William), Fort William Town Centre Masterplan, Bus Infrastructure Fund Projects, and the Fort William Active Travel Masterplan Refresh. The Option Generation process is summarised in the diagram below.



The Option Generation process resulted in the formation of a long list of **67 options** across active travel, bus, rail, multi-modal, freight, road and other. This list was subject to a sifting process where options were removed if it was considered they would not achieve the study objectives, address the identified problems and/or opportunities, or if the option was not considered to be deliverable. This resulted in the removal of 10 options from further consideration. Furthermore, there were several overlaps between

options in the long list and so some options were combined for the short list of options. This resulted in a **short list of 34 options** as summarised in the diagram below.



The Proposals

Active Travel Options

There are a total of **10 active travel options** under consideration. These are shown in the map and option descriptions below.



- **Active Travel 1: Improve active travel links between Fort William Town Centre and the bus and rail stations**, including consideration of opportunities to improve the existing connection via the underpass and any opportunities to introduce an at grade crossing.
- **Active Travel 2: Implement localised active travel improvements throughout Fort William**, including new and improved bike storage/parking, new pedestrian crossings of the A82 and A830 and improved quality and quantity of active travel signage.
- **Active Travel 3: Create a north-south active travel route between Ben Nevis (Visitor Centre) and North Road Retail Park** to offer a safer and more direct link. The alignment of this link is still to be defined, with potential route options available both to the east and west of the River Nevis.
- **Active Travel 4: Address pinch points on the existing active travel network**, including Nevis Roundabout, the bridge over the railway line from Inverlochy and pinch points on the Spine Route, Caol Links Route and the Torlundy Spur Route.
- **Active Travel 5: Create an Outer Orbital Route extending from the Old Fort / Fort William Travel Centre in the south to the north-west of the study area via the A82 and A830**, through Inverlochy, Banavie and Corpach.
- **Active Travel 6: Create the Retail Park Links route providing two connections to the A82 from the Fort William Spine Route – the retail park on North Road and the Fort William Retail Park.**
- **Active Travel 7: Create the College Link route providing a connection between the Fort William Travel Centre, NCN78 and Great Glen Way, and West Highland College with the Fort William Spine Route.**
- **Active Travel 8: Create the Upper Achintore Links route including on Lundavra Road from West End Roundabout to Lundavra Primary School; Connochie Road / Heathercroft Drive; Plantation Path (via Pine Grove Park) from Kennedy Road to Nairn Crescent (via Heathercroft Drive); and Ross Place / Lochaber Road.**

- **Active Travel 9: Create a new, more direct active travel link between Caol and Inverlochy.**
- **Active Travel 10: Create a path directly through the land to the east of Glenmallie Road, linking into the existing path on the flood defences.**

Bus Options

There are **4 bus options** under consideration. These are shown in the map and option descriptions below.

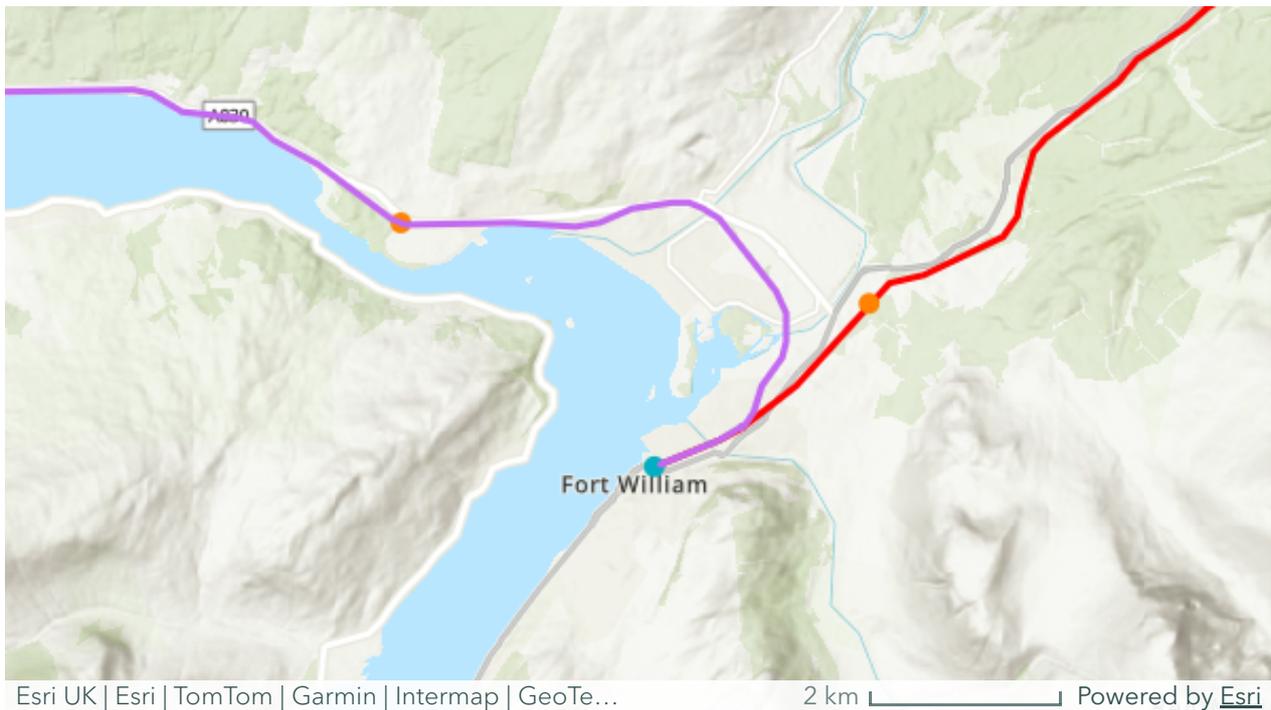


Bus Options

- **Bus 1: Enhance bus timetables through an additional vehicle and improved frequencies, including during peak hours, evenings and Sundays.**
- **Bus 2: Improve local and long-distance facilities for bus services in the centre of Fort William, including at the bus station and on Middle Street.** Possible considerations include the relocation of the bus station to Middle Street or aligning the stops opposite each other to enhance integration.
- **Bus 3: Implement bus priority along North Road.**
- **Bus 4: Increase the frequency of long-distance coach services** between Fort William and locations including Oban, Glasgow, Edinburgh, Inverness and Skye.

Rail Options

There are **4 rail options** under consideration. These are shown in the map and option descriptions below.



Rail Options

- **Rail 1: Increase the frequency of rail services to / from Mallaig, including the introduction of a commuter rail service between Corpach and Fort William during the morning and evening peaks, providing an alternative option for commuters and contributing towards reduced road traffic volumes within the study area.**
- **Rail 2: Introduce new stations near Carrs Corner and near Annat Farm and increase the frequency of local services.**
- **Rail 3: Improve the arrival experience at the railway station through upgrades / provision of a new building, with an opportunity to support regeneration of the area alongside works to improve the bus station.**
- **Rail 4: Increase frequency of rail services on the West Highland Line between Fort William and Glasgow Queen Street, including the introduction of a commuter rail service between Spean Bridge and Fort William during the morning and evening peaks, providing an alternative option for**

commuters and contributing towards reduced road traffic volumes within the study area.

Multi-Modal Options

There are **5 multi-modal options** under consideration. These are shown in the map and option descriptions below. It should be noted that mobility hubs are transport interchanges where public transport, active transport (walking and cycling), and shared transport (car clubs and bike share) come together, sometimes along with community facilities.



Multi-Modal Options

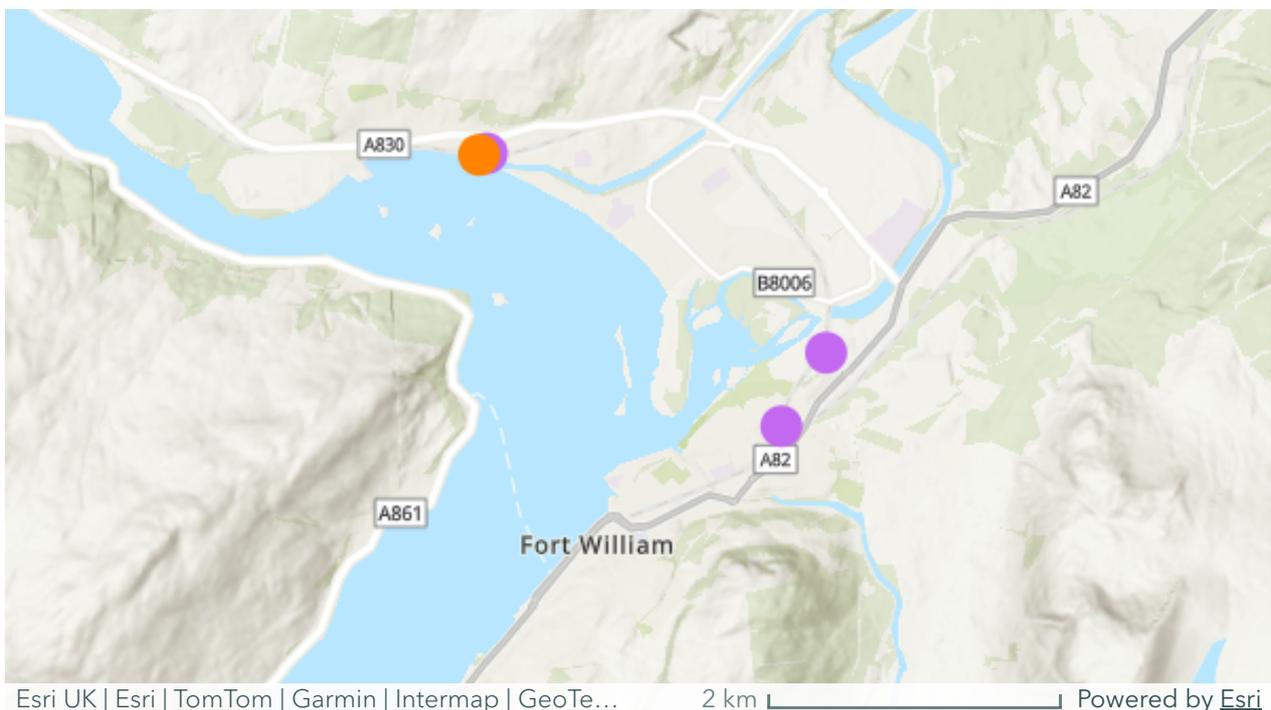
- **Multi-Modal 1: Introduce smart ticketing for rail, bus and ferry** to reduce costs, improve reliability and allow pre-booking for easier trip planning. This could include consideration of tap-on / tap-off facilities or daily / weekly contactless capping. It could also include consideration of ticketing options that would allow passengers to travel on more than one mode without paying the premium cost for each mode.
- **Multi-Modal 2: Reallocate road and parking space in the town centre for active travel and public transport** to encourage higher footfall and manage vehicle movement. Options under consideration include provision of a widened pedestrian / cycle promenade and a dedicated bus lane on the

A82 waterfront, converting the road to single carriageway in both directions, removal of vehicles from the front of the railway station building on Macfarlane Way and removing a section of Middle Street between the A82 Belford Road and Linnhe Road.

- **Multi-Modal 3: Develop mobility hubs at key locations within the study area** including West End roundabout, Carrs Corner, Banavie Station, Corpach Station and Corran Ferry Dock and promoting use of these locations as part of emergency response planning e.g. allowing local traffic to park at mobility hubs and walk to their destination in the event of an incident.
- **Multi-Modal 4: Introduce variable message signage on the A82 and A830 approaches / exits to / from Fort William** to inform drivers about current traffic conditions and guide them towards alternative travel options, such as Park and Ride or other car parks. Signage could also display wide load alerts and real-time updates on Banavie Swing Bridge operations.
- **Multi-Modal 5: Review opening hours of Banavie Swing Bridge**, considering restrictions on the number of openings or on the timings of openings, particularly during summer months.

Freight Options

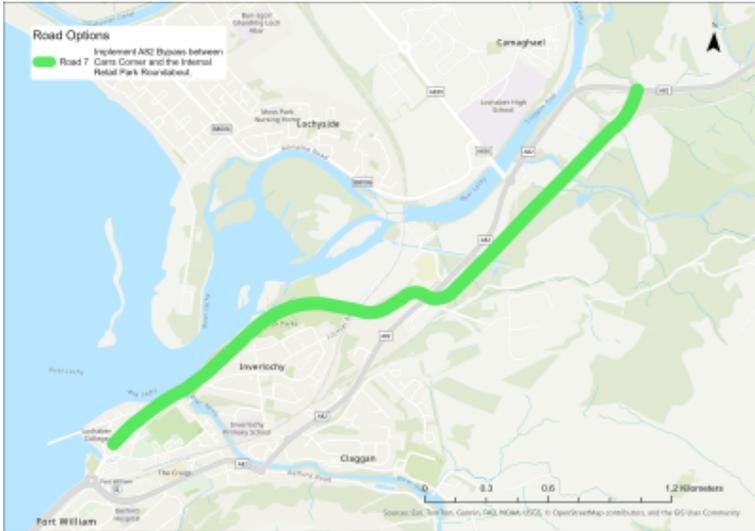
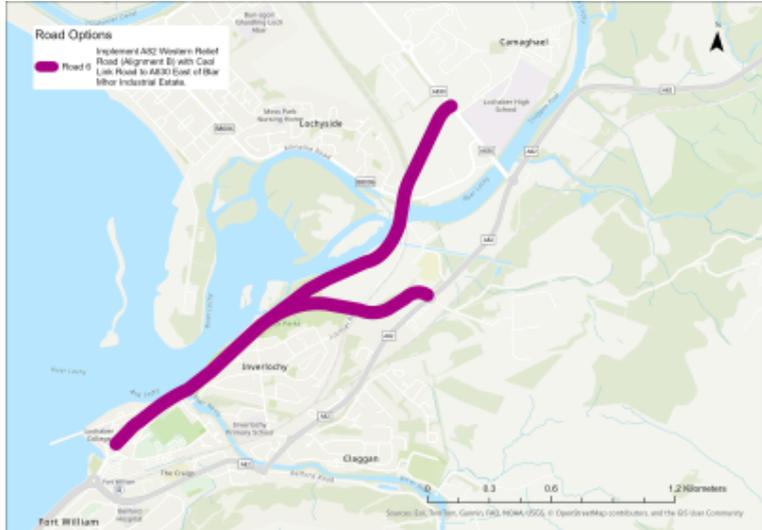
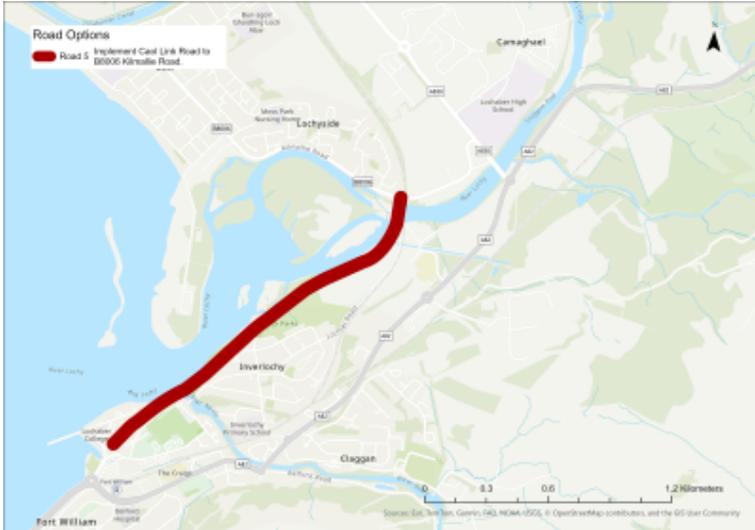
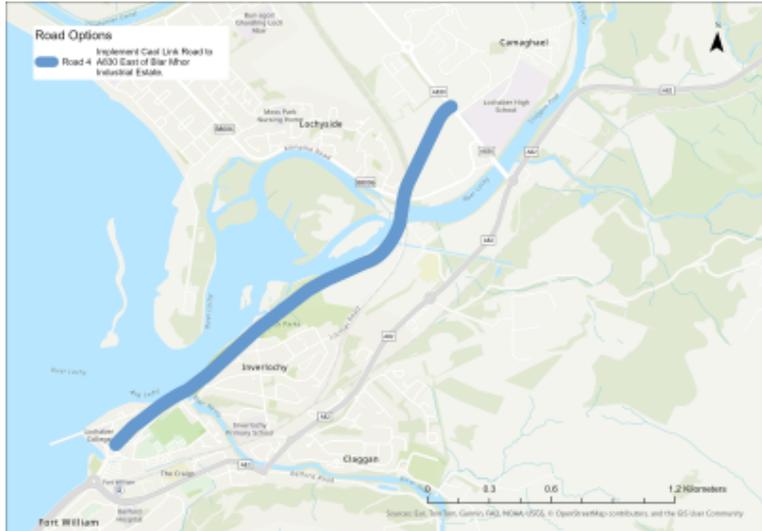
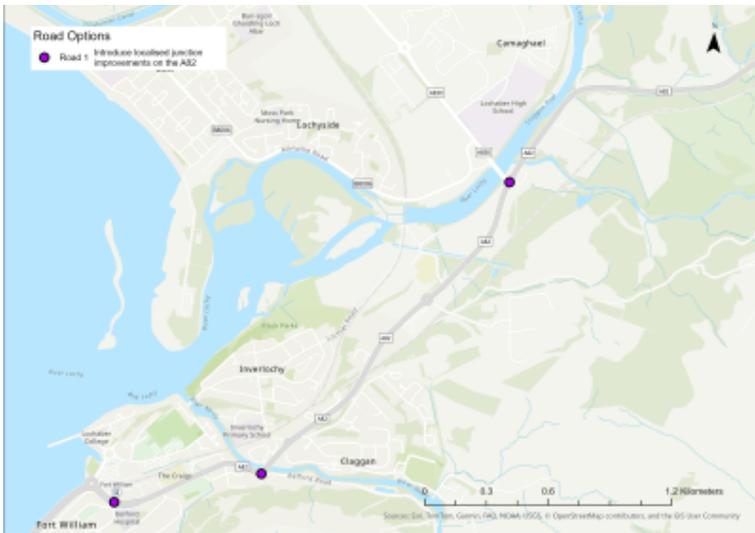
There are **2 freight options** under consideration. These are shown in the map and option descriptions below.



- **Freight 1: Develop facilities to move freight via water,** including a deep-water port on Loch Linnhe linked to Corpach rail sidings and BSW Timber mill.
- **Freight 2: Improve rail freight capacity at Fort William and Corpach, integrating with passenger services.** Options under consideration include creating a rail freight hub at Corpach and making use of the Tom-na-Faire depot to load / unload trains and for storage of goods.

Road Corridor Options

There are **8 road corridor options** under consideration. These are shown in the maps and option descriptions below. It should be noted that road corridor options considering new road infrastructure will be assessed alongside measures to look to reduce traffic on the existing A82.



- **Road 1: Introduce localised junction improvements on the A82 that could reduce delays through Fort William.** Potential locations for junction improvements include the A830 Roundabout, Nevis Junction (North Road / Belford Road Roundabout) and the Nevis Terrace Junction. This option also includes consideration of signalling a series of existing junctions and integrating the signals through an Urban Traffic Control (UTC) system.
- **Road 2: Implement A82 Western Relief Road (Alignment A).** Create a new link to the west of the existing A82 between a point close to Glenmhor Terrace to the north and the Internal Retail Park Roundabout to the south.
- **Road 3: Implement A82 Western Relief Road (Alignment B).** Create a new link between the North Road Retail Park Roundabout and the Internal Retail Park Roundabout to the west of the A82.
- **Road 4: Implement Caol Link Road to A830 East of Blar Mhor Industrial Estate.** Create a new link to the west of the existing A82, closely following the Great Glen Way between An Aird and the River Lochy, crossing the river to the east of Lochyside before tying in with the A830.
- **Road 5: Implement Caol Link Road to B8006 Kilmallie Road.** Create a new link to the west of the A82, closely following the Great Glen Way between An Aird and the River Lochy, crossing the river to the east of Lochyside before tying in with the B8006 Kilmallie Road.
- **Road 6: Implement A82 Western Relief Road (Alignment B) with Caol Link Road to A830 East of Blar Mhor Industrial Estate.** Create a new link to the west of the existing A82 between a point close to Glenmhor Terrace to the north, and the Internal Retail Park Roundabout to the south alongside a new link road to the west of the existing A82 crossing the river to the east of Lochyside before tying in with the A830.
- **Road 7: Implement A82 Bypass between Carrs Corner and the Internal Retail Park Roundabout.** Create a new link between a point to the east of Carrs Corner and the Internal Retail Park Roundabout to the south.

- **Road 8: Relocate off-street parking within the town centre and Nevis Terrace to a new multi-storey car park on the site of the existing An Aird car park.**

Other Options

There is **1 other option** under consideration. This is outlined in the map and option description below.



Other Options

Other 1: Introduce a water taxi route between Corpach, the west side of Loch Linnhe and Fort William.

Your Feedback

We would like your views on the options being considered within the Fort William Integrated Transport Plan.

The survey will close on **13th April 2026**.

[Complete Survey Here](#)

To download a version of the StoryMap or print a copy of the survey, please visit the Fort William Integrated Transport Plan

[homepage](#).

FAQs

Why is this Integrated Transport Plan needed?

There are a number of longstanding challenges impacting the strategic transport network in and around Fort William. The Scottish Strategic Transport Projects Review 2 included the following recommendation which this study will seek to address using the Scottish Transport Appraisal Guidance (STAG), a recognised approach to determining the transport related problems and opportunities within an area.

Recommendation 32: Trunk road and motorway renewal for reliability, resilience and safety, specifically recommends continued and increased investment in the trunk road and motorway network over and above current maintenance levels to keep the network reliable and resilient for road users. Potential measures would include, but are not limited to, carriageway and structure schemes, strengthening of major bridges, removal of accessibility barriers and development of integrated transport plans for Fort William and the A90 Kingsway through Dundee.

Who is leading and funding the study?

The study is being led by HITRANS (hitrans.org.uk), in partnership with Transport Scotland, Highland Council, and Highlands and Islands Enterprise. Transport consultants AECOM/Stantec have been appointed to undertake the commission. Funding has been provided by HITRANS, Transport Scotland and the Highland Council.

The project page is available here: [Fort William Integrated Transport Plan](#)

What stage is the work currently at?

The study commenced in summer 2025 and is anticipated to be completed by December 2026. As of early 2026, the process of

identifying problems and opportunities, objectives and options for intervention is complete. The next step is to engage with businesses and the public on these options. Following engagement, options will be assessed using STAG (see '**How will options be assessed?**') and the feedback from engagement will be used to inform the 'Public Acceptability' element of the appraisal. A further phase of consultation will be planned later in 2026 to feed back to the public and stakeholders on the outcomes of the options appraisal.

How can businesses and the community input into the process?

This will take place throughout March and April 2026. Updates and opportunities to participate will be shared on the Highland Council and HITRANS websites. Key engagement activities will include:

- An online survey, which can be accessed via the 'Your Feedback' section above. This is being promoted via social media, a leaflet drop to all residential properties in the study area and within public venues (e.g. libraries and council buildings).
- An informal drop-in session will be held at the Nevis Centre in Fort William on March 17th 2026 open to all, to view designs and speak directly with the project team.

A dedicated email address has been set up for the study, which will allow stakeholders and members of the public to provide feedback directly to the project team - the email address is **FortWilliamITP@aecom.com**.

What kind of options will be considered?

Options across all types of transport (excluding air) will be considered during the study, along with the ability of these options to address transport related problems affecting the town and surrounding areas. Options will include consideration of improvements for walking, wheeling and cycling, public transport (bus and rail), freight and road improvements. Some options will be

packaged together where it is considered that options can work in synergy to achieve the desired Transport Planning Objectives.

How will options be assessed?

Options will be assessed using the Scottish Transport Appraisal Guidance (STAG) which is a recognised approach to determine the transport related problems and opportunities within an area, the objectives of any options considered and the performance of options against the objectives and the standard criteria of Environment, Climate Change, Health, Safety & Wellbeing, Economy, Equality & Accessibility, along with deliverability criteria. STAG includes consideration of cost vs. benefit. More information can be found at: [Scottish Transport Analysis Guide \(Scot-TAG\)](#), [Transport Scotland](#)

When will the Integrated Transport Plan be complete?

A final Integrated Transport Plan is scheduled to be complete by the end of 2026.

What is the timescale for implementation of measures recommended as part of the Fort William Integrated Transport Plan?

The study will identify a prioritised action plan with estimated timescales for implementing different options. The ITP is a long-term strategy and the timescale for implementation will depend on the outcomes of the study, funding availability, and prioritisation of projects. A timetable for the next stages of delivery will be developed as part of the study.

How much will it cost to implement interventions emerging from the Fort William Integrated Transport Plan and where will the funding come from?

Cost and deliverability are elements of the appraisal. The study will identify a prioritised action plan with estimated costs for

implementing different options. The study will outline the business case supporting the identified options, which is the first stage in securing funding for those options.

How will the Integrated Transport Plan interact with other initiatives ongoing within Fort William?

The Client Delivery Group overseeing the consultants delivering the ITP is a partnership. Alongside the various engagement and consultation activities being undertaken as part of the ITP, this partnership will make sure that there is relevant information sharing and co-ordination with other organisations, projects and initiatives in the area e.g., the new hospital and work associated with [FW2040](#).

How will this affect local businesses and residents?

The ITP aims to improve accessibility and reduce travel disruption, which should benefit both residents and businesses. Stakeholder and community input will be key to shaping outcomes.

I noticed some traffic surveys being undertaken in Fort William in August and November - is this linked to the Fort William Integrated Transport Plan?

Surveys were undertaken throughout August and November 2025 to help inform our understanding of how traffic flows around the town at different times of day and year. This information will inform the modelling work that will in turn inform the appraisal of different options as part of the study.

There was a similar study done in 2018, what happened to that work?

Fundamental changes have happened since the 2018 Fort William Strategic Transport Study, Pre-Appraisal Case for Change, most notably the Covid-19 pandemic. There have also been national policy and strategy changes, including the second National Transport Strategy and the second Strategic Transport Projects

Review – which recommended this study be undertaken. We also now have up-to-date data from the latest census and traffic survey data. This current study has so far reviewed and updated the work undertaken in 2018 according to the latest information and in response to today's local priorities. The study is now progressing through the STAG process detailed appraisal stage.