

Agenda Item	6
Report No	LA/22/26

The Highland Council

Committee: Lochaber Area

Date: 11 May 2026

Report Title: Lochaber Off-Street Parking Place Order Consideration of Objections

Report By: Assistant Chief Executive - Place

1 Purpose/Executive Summary

- 1.1 The purpose of this report is to provide Members with information regarding the proposed off-street Parking Place Order in the Lochaber area.
- 1.2 The purpose of the proposed Parking Place Order is to enable the Council to regulate, introduce payment and better manage the use of designated off-street car parks under its control within the Lochaber area.
- 1.3 The Committee is asked to consider the Unresolved Objections received in relation to "The Highland Council (Off Street Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Four Order 2025".

2 Recommendations

- 2.1 Members are asked to:-
 - i. **Note** the locations of the car parks in the proposed Variation Four Order;
 - ii. **Note** the intention to remove West Bay, Mallaig (CP0089) car park from the Order;
 - iii. **Consider** the impact assessment in Appendix 1;
 - iv. **Consider** the outstanding objections received to The Highland Council (Off Street Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Four Order 2025; and
 - v. Subject to 2.1 i-iv), **Approve** the making of the Parking Place Order.

3 Implications

- 3.1 **Resource** - None arising from this report.
- 3.2 **Legal** - The making of the Order will allow the Council to regulate and enforce the car parks within the Lochaber area subject to the Road Traffic Regulation Act 1984.

- 3.3 **Risk** - If approval for the Camusdarach car park is not granted, there is a risk that the site may continue to be used in an unmanaged and informal manner. This could lead to inappropriate use of the area as an ad hoc campsite, resulting in increased littering, waste accumulation, and potential environmental degradation. The absence of formal oversight and facilities may also contribute to public health concerns and place additional strain on local resources, while negatively impacting the natural landscape and visitor experience.
- 3.4 **Health and Safety (risks arising from changes to plant, equipment, process, or people)** - None arising from this report.
- 3.5 **Gaelic** - None arising from this report.

4 Impacts

- 4.1 In Highland, all policies, strategies or service changes are subject to an integrated screening for impact for Equalities, Poverty and Human Rights, Children's Rights and Wellbeing, Climate Change, Islands and Mainland Rural Communities, and Data Protection. Where identified as required, a full impact assessment will be undertaken.
- 4.2 Considering impacts is a core part of the decision-making process and needs to inform the decision-making process. When taking any decision, Members must give due regard to the findings of any assessment.
- 4.3 **Integrated Impact Assessment - Summary**
- 4.3.1 An Integrated Impact Assessment screening has been undertaken on 24 April 2026. The conclusions have been subject to the relevant Manager Review and Approval.
- 4.3.2 The Screening process has concluded that there are minimal impacts which arise from mandatory parking in some off street carparks, but mitigation has been put in place with free parking time allowed at some carparks and the option of the Lochaber Season Pass providing a low cost monthly option. Positive impacts arise from contribution to local projects from Area Committee allocation of parking income. Members are asked to consider the summary in **Appendix 1** to support the decision-making process.

4.3.3 Impact Assessment Area	Conclusion of Screening/Full Assessment
Equality	<ul style="list-style-type: none"> • Children and Young People – <i>no impact</i> • Children affected by disability – <i>no impact</i> • People affected by disability – <i>no impact</i> • Older adults – <i>no impact</i> • <i>Pregnant / Maternity</i> <i>no impact</i>
Socio-economic	<i>negative impact</i>
Human Rights	<i>no impact</i>
Children’s Rights and Well-being	<i>no impact</i>
Island and Mainland Rural	<i>negative impact</i>
Climate Change	<i>no impact</i>
Data Rights	<i>no impact</i>

5 Background

- 5.1 Subject to The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999, The Highland Council has proposed The Highland Council (Off Street Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Four Order 2025. The purpose of the proposed Parking Place Order is to enable the Council to regulate and better manage the use of designated off-street car parks under its control within the Lochaber area.
- 5.2 Officers carried out preliminary consultation with Statutory Consultees and concerned parties on the 24 November 2025 allowing respondents time to feed back any observations relating to those proposals.
- 5.3 Taking on board comments from respondents the proposals were finalised and the proposed Parking Place Order was publicly advertised on the 12 December 2025. The closing date for formal representations to the proposed Order was the 12 January 2026. The Order was available in printed form at the Fort William service point, the Mallaig service point, posted notices were displayed on-street, a notice appeared in the Press & Journal Highland paper (including online) and full details of the order were provided on the Council website www.highland.gov.uk/troconsultations as detailed within Parking Place Order **Appendix 2** and the plans to the Order **Appendix 3**.

6 Objections

6.1 Forty-five objections were received to the proposed order proposals. The off-street car parks objected to were as follows:-

- 41 objections West Bay Mallaig (CP0089) car park; and
- 4 objections Camusdarach (CP0241) car park.

6.2 The Council proceeded to correspond with objectors with a view to resolving any Objections. Where The Council did not wish to amend the proposals, more clarity and explanation was provided to objectors.

Where The Council were able to take on board issues raised, proposals were amended accordingly and their impact reduced where appropriate. These changes were communicated to the objectors and to date 2 objections have been fully withdrawn with a further 41 being considered no longer valid as the part of the proposals being objected to has been removed.

6.3 The following changes were made to the original proposals which resulted in the pertaining objections received no longer being valid:-

- West Bay Mallaig (CP0089) car park, proposals removed in their entirety. This will be brought forward at a future date alongside on-street proposals with East Bay Mallaig.

The following changes were made to the original proposals which resulted in the pertaining objections received to be withdrawn:-

- Camusdarach (CP0241) car park, will prohibit overnight parking between 10:00pm and 6:00am for any vehicle.

These considerations were communicated to all relevant objectors.

6.4 The areas with outstanding objections after the considerations are as follows:-

- Camusdarach (CP0241) car park

Summary of the grounds for objections:-

Objector	Date Received	Grounds
Camusdarach (CP0241)		
Objector 47	12/01/2026	Affordability
Objector 51	12/01/2026	Issues caused by overnight parking

All outstanding objections are included within **Appendix 4**.

6.5 The reason no changes were proposed for the areas with outstanding objections were as follows:-

Camusdarach (CP0241) - The proposed Order will enable the Council to formally regulate the use of Camusdarach Car Park by introducing operational restrictions that support effective enforcement and improved day-to-day management. The measures include the introduction of a pay-and-display system, which will both generate income for maintenance and encourage a higher turnover of vehicles, ensuring fairer access to parking. In addition, the Order will prohibit overnight parking between 10:00pm and 6:00am, preventing the car park from being used as an informal campsite - an issue that has historically led to littering and waste being left on site. Local residents and regular users will benefit from the availability of a free period of up to one hour and the Lochaber season ticket, offering a reduced rate and providing a more cost-effective option for frequent parking.

6.6 Subject to The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999, unresolved objections made to a Traffic Regulation Order must be considered by the appropriate committee.

In considering the objections Members may choose to take the following action in relation to the Traffic Regulation Order proposals:-

- abandon them;
- defer a decision on them; or
- make an order or orders giving effect to them in whole or in part.

7 Officer Recommendations

7.1 Having considered all representations received officers have adapted the original proposals.

Officers are of the opinion that the scheme as scheduled in **Appendices 2 and 3** with the West Bay Mallaig car park removed from the proposals is a reasonable compromise. This balances the needs of the residents and visitors in the area and on that basis recommend that members agree to the making of the order with the amendments proposed within this paper.

Designation: Assistant Chief Executive - Place

Date: 21 April 2026

Author: Ross Bartlett, Principal Officer Traffic and Parking
Garrie Parker, Technician, Traffic and Parking

Background Papers: None

Appendices: Appendix 1 – Integrated Impact Assessment Screening
Appendix 2 – Draft Parking Place Order Variation Four
Appendix 3 – Draft Parking Place Plans Variation Four
Appendix 4 – Full Objector Correspondence

Integrated Impact Assessment Screening

About proposal

What does this proposal relate to? Traffic Order Consultation consideration of Objections

Proposal name: Lochaber Off-Street Parking Place Order Consideration of Objections

High level summary of the proposal: Consideration of outstanding objections to Traffic Order for paid for parking a number carparks in Lochaber area.

Who may be affected by the proposal? All Highland Council Residents and visitors

Start date of proposal:

End date of proposal:

Does this proposal result in a change or impact to one or more Council service? No

Does this relate to an existing proposal? No

Author details

Name: Ross Bartlett

Job title: Principal Officer Traffic and parking

Email address: Ross.Bartlett@highland.gov.uk

Service: Place

Responsible officer details

Name: Debbie Sutton

Job title: Chief Officer, Operations and Maintenance

Email address: Debbie.Sutton@highland.gov.uk

Sign off date: 2026-04-24

Equalities, poverty, and human rights

Protected characteristics

Select what impact the proposal will have on the following protected characteristics:

Sex: No impact

Age: No impact

Disability: No impact

Religion or belief: No impact

Race: No impact

Sexual orientation: No impact

Gender reassignment: No impact

Pregnancy and maternity: No impact

Marriage and civil partnership: No impact

Protected characteristics impact details:

Poverty and socio-economic

What impact is the proposal likely to have on the following?

Prospects and opportunities: No impact

Places: No impact

Financial: Negative

Poverty and socio-economic impact details: Slight impact as parking is moving from free to paid for, rate is low at free parking is available for short times and reduced local permits are available to reduce the impact.

Human rights

Which of the below human rights will be affected by this proposal? No human rights will be affected

What impact do you consider this proposal to have on the human rights of people? No impact

Human rights impact details:

Equalities, poverty and human rights screening assessment

What impact do you think there will be to equalities, poverty and human rights? Negative impact (potential or actual)

Is a Full Impact Assessment required? No

Children's rights and wellbeing

What likely impact will the proposal have on children and young people?

Which of the below children's rights will be affected by the proposal? No children's rights will be affected

Explain how the children's rights selected above will be affected:

Children's rights and wellbeing screening assessment

What impact do you think there will be to children's rights and wellbeing? No impact

Is a Full Impact Assessment required? No

Data protection

Will your proposal involve processing personal data? No

Data protection screening assessment

What change will there be to the way personal data is processed? No personal data will be processed

Is a Full Impact Assessment required? No

Island and mainland rural communities

Does your proposal impact island and mainland rural communities? Yes

Could people in island and mainland rural communities be affected differently? No

Have any negative impacts been identified? Yes

Provide details of negative impacts, mitigating actions and the service that is responsible for them: Introducing payment to carparks has a financial impact although free time has been allowed at some carparks with access to a reduced rate season pass to minimise the impact.

Island and mainland rural communities screening assessment

What impact do you think there will be to island and mainland rural communities? Minor differences

Is a Full Impact Assessment required? No

Climate change

Does the proposal involve activities that could impact on greenhouse gas emissions (CO₂e)? No

Does the proposal have the potential to affect the environment, wildlife or biodiversity? No

Does the proposal have the potential to influence resilience to extreme weather or changing climate? No

Provide information regarding your selection above:

Climate change screening assessment

Have you identified potential impact for any of the areas above or marked any as not known? No

Is a Full Impact Assessment required? No

ROAD TRAFFIC REGULATION ACT 1984

THE HIGHLAND COUNCIL (OFF-STREET PARKING PLACES)
(DECRIMINALISED PARKING ENFORCEMENT AND CONSOLIDATION)
VARIATION FOUR ORDER 2025 (DRAFT)

THE HIGHLAND COUNCIL in exercise of its powers under Sections 1(1), 2(1) to (3), 4, 32, 33, 35, 35A, 35B and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (“the 1984 Act”) as amended and of the Road Traffic Act 1991 (“the 1991 Act”) and the Road Traffic (Permitted Parking Area and Special Parking Area) (The Highland Council) Designation Order 2016 and of all other enabling powers, and after consultation with the Chief Constable of Police Scotland in accordance with Part III of Schedule 9 to the 1984 Act, hereby makes the following Order.

1. This Order shall come into operation on the **date** and may be cited as “The Highland Council (Off-Street Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Four Order 2025”
2. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the Interpretation of an Act of Parliament.
3. The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the 1984 Act or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.
4. If a court, Transport Scotland or the Parking and Bus Lane Tribunal Service for Scotland declares any part of this Order to be invalid or un-enforceable, such declaration shall not invalidate the remainder of this Order.

5. The Highland Council (Off-Street Parking Places) (Decriminalised Parking Enforcement and Consolidation) Order 2016 as amended (hereinafter referred to as the “Principal Order”) is hereby varied as follows: the details specified in Schedule 1 of this Order annexed and signed as relative hereto are added and substituted and incorporated into Schedule 1 to the Principal Order.
6. The Principal Order is hereby varied as follows: the details specified in Schedule 2 of this Order annexed and signed as relative hereto are added and substituted and incorporated into Schedule 2 to the Principal Order.
7. The Principal Order is hereby varied as follows: the plans specified in Schedule 3 of this order annexed and signed relative hereto are added and substituted and incorporated into Schedule 4 to the Principal Order.

This Order and the Schedules annexed hereto are sealed with the Common Seal of The Highland Council and subscribed for and on behalf of The Highland Council by **name**, **title**, at **location** on **date**

This is the Schedule 1 referred to in the foregoing The Highland Council (Off-Street Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Four Order 2025

SCHEDULE 1 – PAYMENT PARKING PLACES

Plan Ref. No. of Parking Place	Location of Parking Place	Name of Parking Place	Special classes of vehicle (if any) which can be parked in the Parking Place	Car Parking Charging Hours (Days and hours when charges will be made)	Days and hours of operation of controls and maximum stay in the Parking Place
CP0089	Mallaig	West Bay - Car Park	Motorhomes 8am - 10pm 1st March to 31st October	Mon to Sun 24 hours	Monday to Sunday inclusive. 24 hours. 24 hrs Max Stay.
CP0091	Fort William	Nevis Centre - Car Park		Mon to Sun 24 hours	Monday to Sunday inclusive. 24 hours. 10 hrs Max Stay.
CP0241	Arisaig	Camusdarach - Car Park	Motorhomes 8am - 10pm	Mon to Sun 24 hours	Monday to Sunday inclusive. 24 hours. 12 hrs Max Stay.
CP0239	Glen Etive	Glen Etive Road End - Car Park	Motorhomes 8am - 10pm	Mon to Sun 24 hours	Monday to Sunday inclusive. 24 hours. 24hrs Max Stay.
CP0143	Glen Nevis	Glen Nevis Road End - Car Park	Motorhomes 8am - 10pm	Mon to Sun 24 hours	Monday to Sunday inclusive. 24 hours. 24hrs Max Stay.
CP0206	Glen Nevis	Achintee Road End - Car Park	Motorhomes 8am - 10pm	Mon to Sun 24 hours	Monday to Sunday inclusive. 24 hours. 24hrs Max Stay.

CP0094	Glen Nevis	Ben Nevis Visitor Centre - Car Park	Motorhomes 8am - 10pm	Mon to Sun 24 hours	Monday to Sunday inclusive. 24 hours. 24hrs Max Stay.
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..... Proper Officer

This is the Schedule 2 referred to in the foregoing The Highland Council (Off-Street Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Four Order 2025

SCHEDULE 2 – OFF STREET CAR PARK TABLE OF TARIFFS

Plan ref.no. of Parking Place	Location of Parking Place	Scale of Charges	
CP0089	Mallaig West Bay - Car Park Pay & Display No Motorhomes 10pm-8am 1st March to 31st October	Up to 30mins (With Free ticket)	£0.00
		Up to 3 Hrs	£3.00
		Up to 10 Hrs	£4.00
		Up to 24 Hrs	£10.00
CP0091	Fort William, Nevis Centre - Car Park Pay & Display No Motorhomes	Up to 15 mins (With Free ticket)	£0.00
		Up to 1 Hrs	£1.00
		Up to 2 Hrs	£2.00
		Up to 4 Hrs	£3.00
		Up to 10 Hrs	£5.00
CP0241	Arisaig, Camusdarach - Car Park Pay & Display No Motorhomes 10pm-8am	Up to 1 Hr (with FREE Ticket)	£0.00
		Up to 3 Hrs	£3.00
		Up to 6 Hrs	£4.00
		Up to 12 Hrs	£5.00
CP0239	Glen Etive, Road End - Car Park Pay & Display No Motorhomes 10pm-8am	Up to 3 Hrs	£3.00
		Up to 6 Hrs	£4.00
		Up to 12 Hrs	£5.00
		Up to 24 Hrs	£10.00
CP0143	Glen Nevis, Road End - Car Park Pay & Display No Motorhomes 10pm-8am	Up to 3 Hrs	£3.00
		Up to 6 Hrs	£4.00
		Up to 12 Hrs	£5.00
		Up to 24 Hrs	£10.00
CP0206	Lochaber, Achintee Road End - Car Park Pay & Display No Motorhomes 10pm-8am	Up to 3 Hrs	£3.00
		Up to 6 Hrs	£4.00
		Up to 12 Hrs	£5.00
		Up to 24 Hrs	£10.00

CP0094	Ben Nevis Visitor Centre - Car Park Pay & Display No Motorhomes 10pm-8am	Up to 1 Hrs	£2.00
		Up to 2 Hrs	£4.00
		Up to 3 Hrs	£6.00
		Up to 24 Hrs	£8.00

DRAFT

..... Proper Officer

This is the Schedule 3 referred to in the foregoing The Highland Council (Off-Street Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Four Order 2025

SCHEDULE 3 – PLANS OF CAR PARKS

CP0089

CP0091

CP0094

CP0143

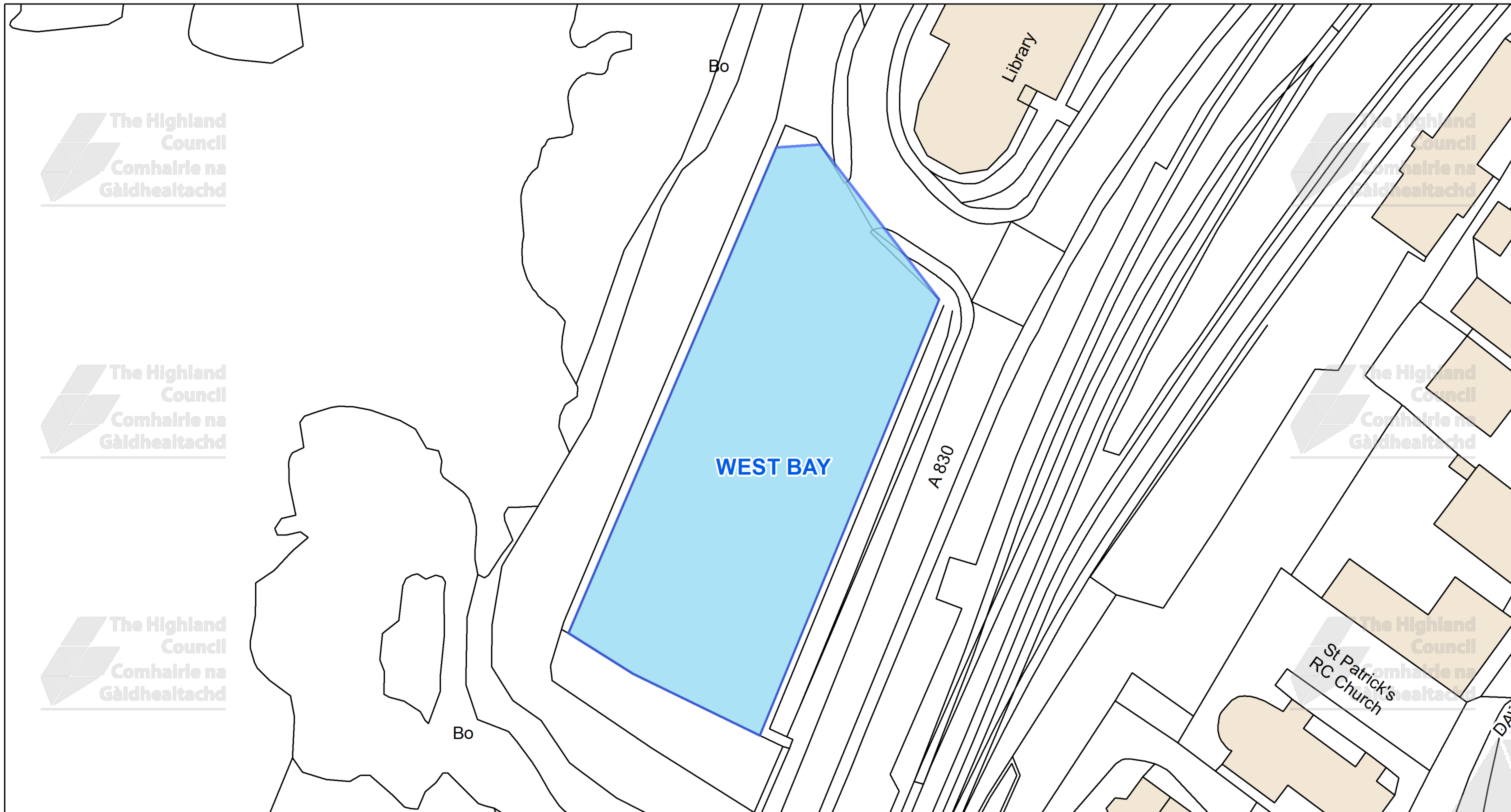
CP0206

CP0239

CP0241

DRAFT

..... Proper Officer



This is the Off-Street Plan (CP0089) referred In the foregoing

The Highland Council (Off-Street Parking Places) (Decriminalised Parking Enforcement and Consolidation) (Variation Four) Order 2025

Signed by Proper Officer

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The extent of the restrictions are 167,316 to 796,900 metres eastwards and 167,538 to 797,020 westwards using the British National Grid (EPSG 27700).



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IV35NX

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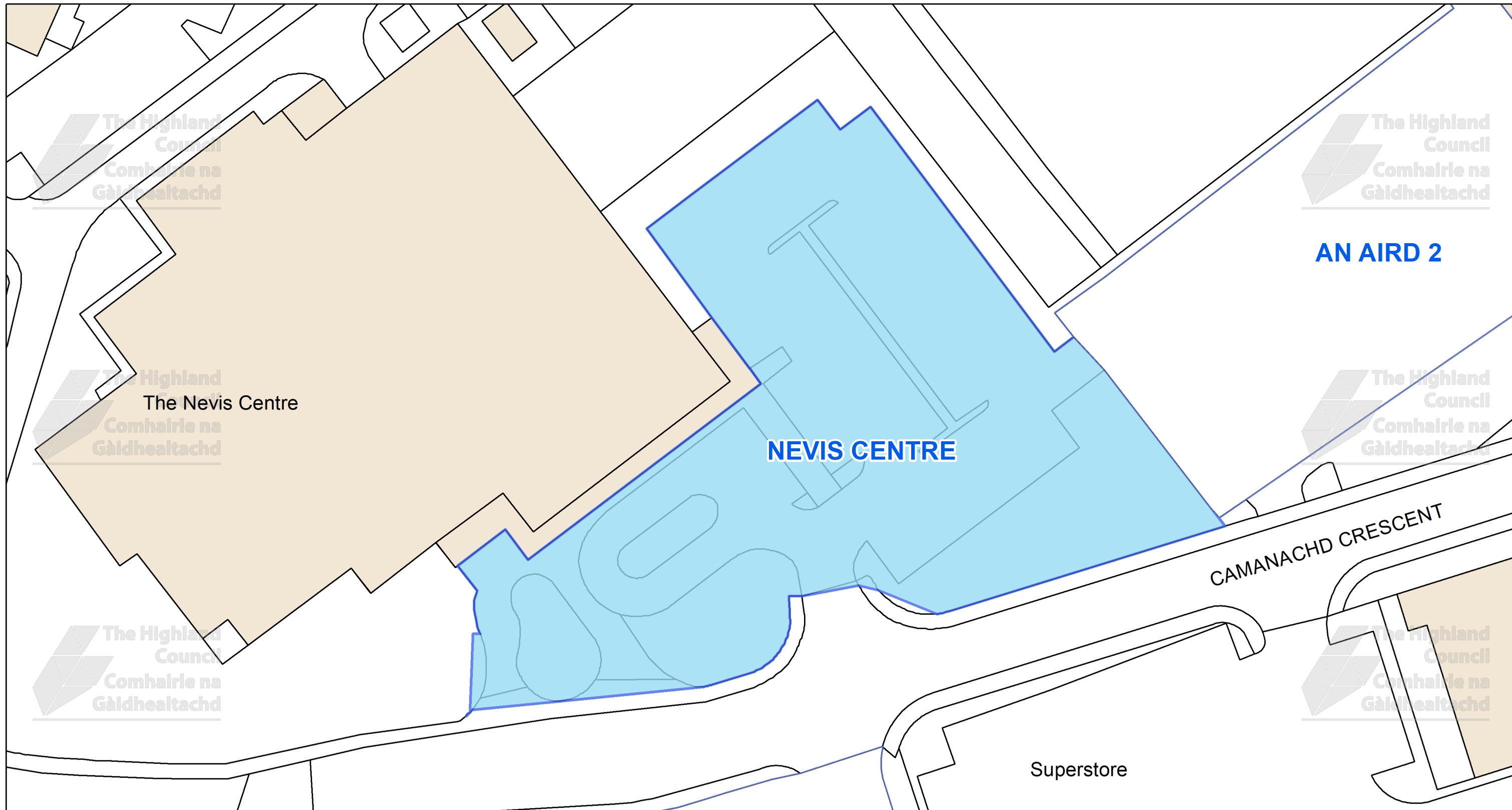
REFERENCE NUMBER

CP0089



CAR PARK NAME:

Nevis Centre Car Park, Fort William



This is the Off-Street Plan (CP0091) referred In the foregoing

The Highland Council (Off-Street Parking Places) (Decriminalised Parking Enforcement and Consolidation) (Variation Four) Order 2025

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The extent of the restrictions are 210,630 to 774,322 metres eastwards and 210,817 to 774,425 westwards using the British National Grid (EPSG 27700).



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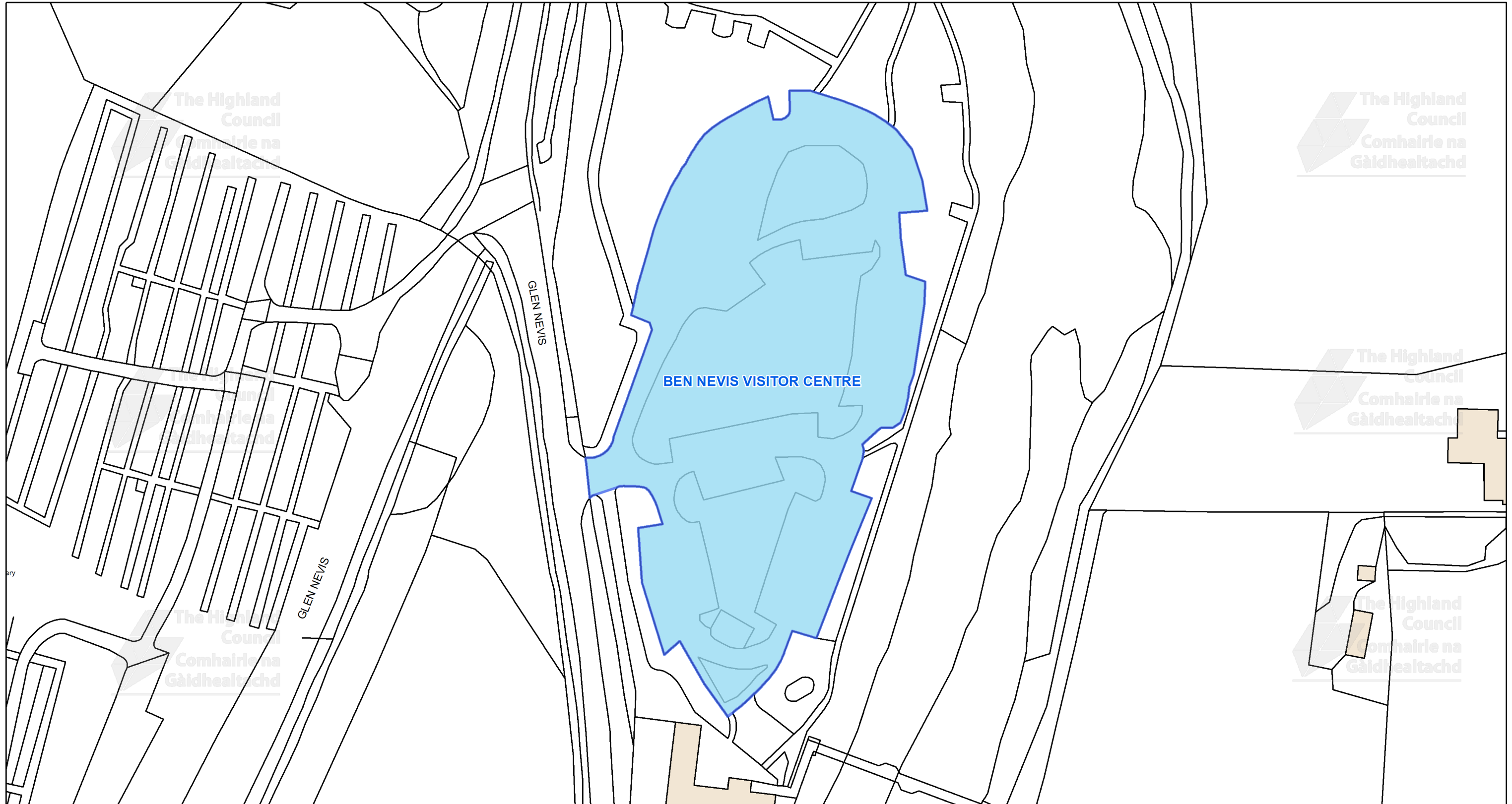
REFERENCE NUMBER

CP0091



CAR PARK NAME:

Ben Nevis Visitor Centre Car Park, Glen Nevis

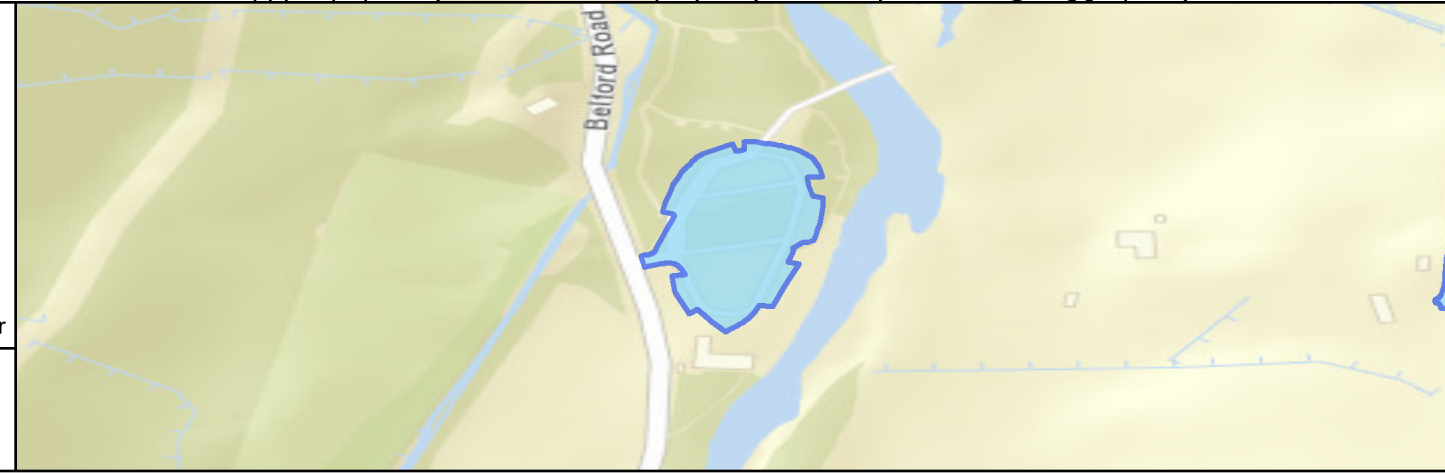


This is the Off-Street Plan
(CP0094) referred
in the foregoing

The Highland Council
(Off-Street Parking Places)
(Decriminalised Parking Enforcement
and Consolidation)
(Variation Four) Order 2025

Signed by Proper Officer

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The extent of the restrictions are 212,108 to 772,944
metres eastwards and 212,456 to 773,139
westwards using the British National Grid (EPSG 27700).



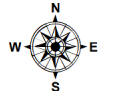
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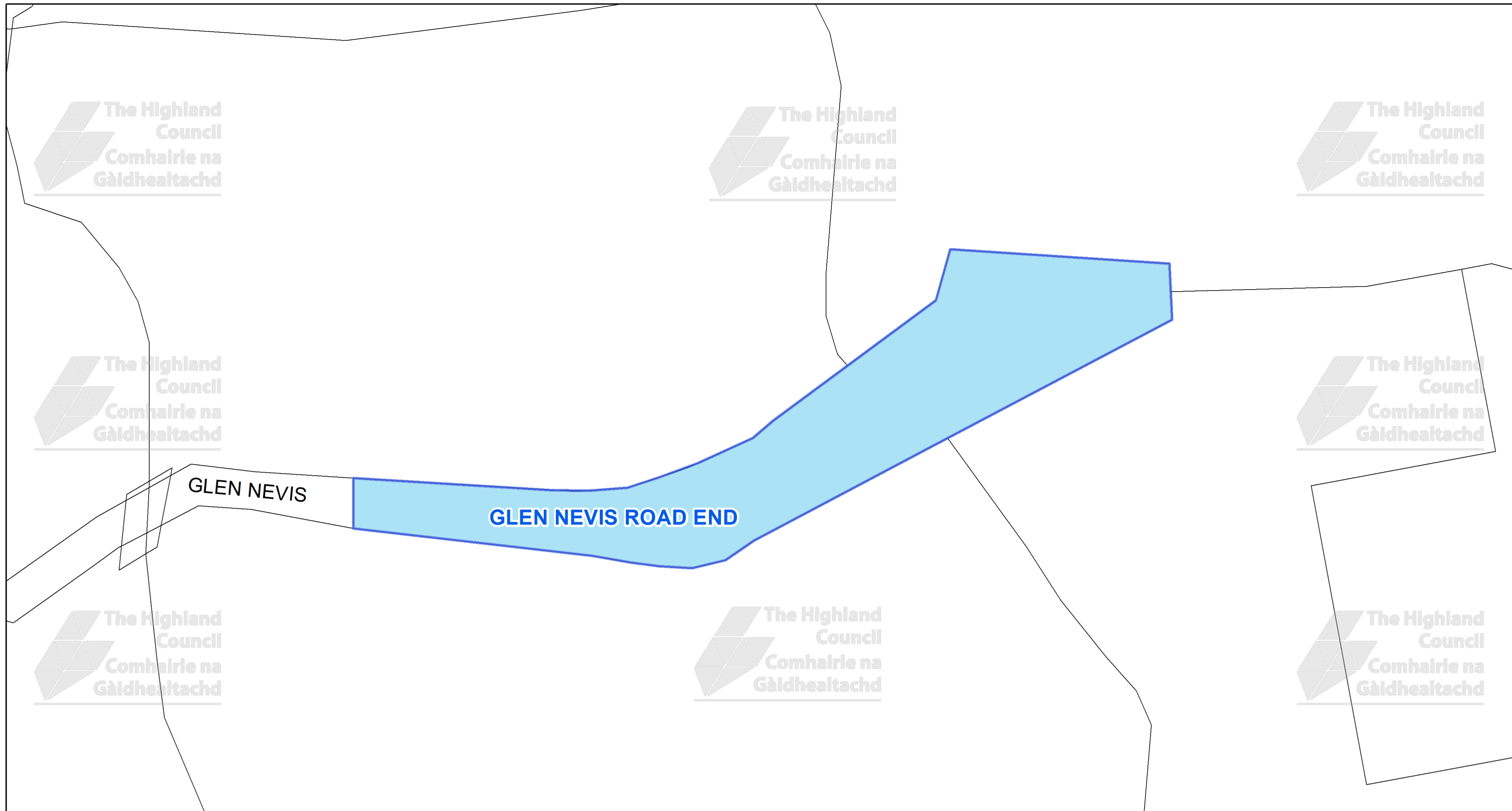
REFERENCE NUMBER

CP0094



CAR PARK NAME:

Glen Nevis Road End Car Park, Glen Nevis



GLEN NEVIS

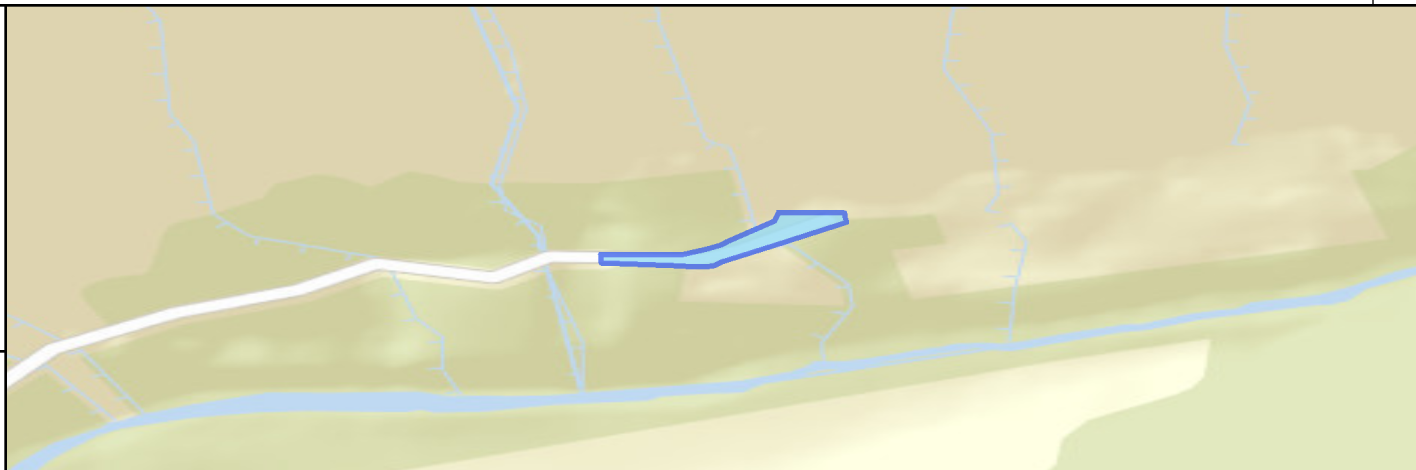
GLEN NEVIS ROAD END

This is the Off-Street Plan (CP0143) referred In the foregoing

The Highland Council (Off-Street Parking Places) (Decriminalised Parking Enforcement and Consolidation) (Variation Four) Order 2025

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The extent of the restrictions are 273,752 to 857,670 metres eastwards and 273,870 to 857,728 westwards using the British National Grid (EPSG 27700).



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REFERENCE NUMBER
CP0143



CAR PARK NAME:

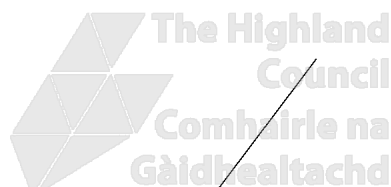
Achintee Road End Car Park, Achintee



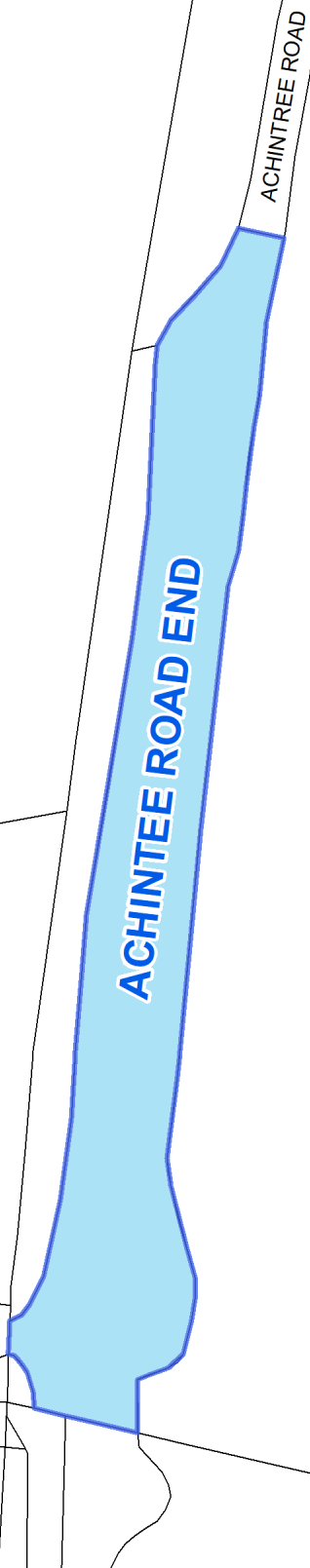
Achintee House



Achintee Farm House Cottage



Ben Nevis Inn



This is the Off-Street Plan (CP0206) referred In the foregoing

The Highland Council (Off-Street Parking Places) (Decriminalised Parking Enforcement and Consolidation) (Variation Four) Order 2025

Signed by Proper Officer

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The extent of the restrictions are 212,483 to 772,956 metres eastwards and 212,708 to 773,083 westwards using the British National Grid (EPSG 27700).



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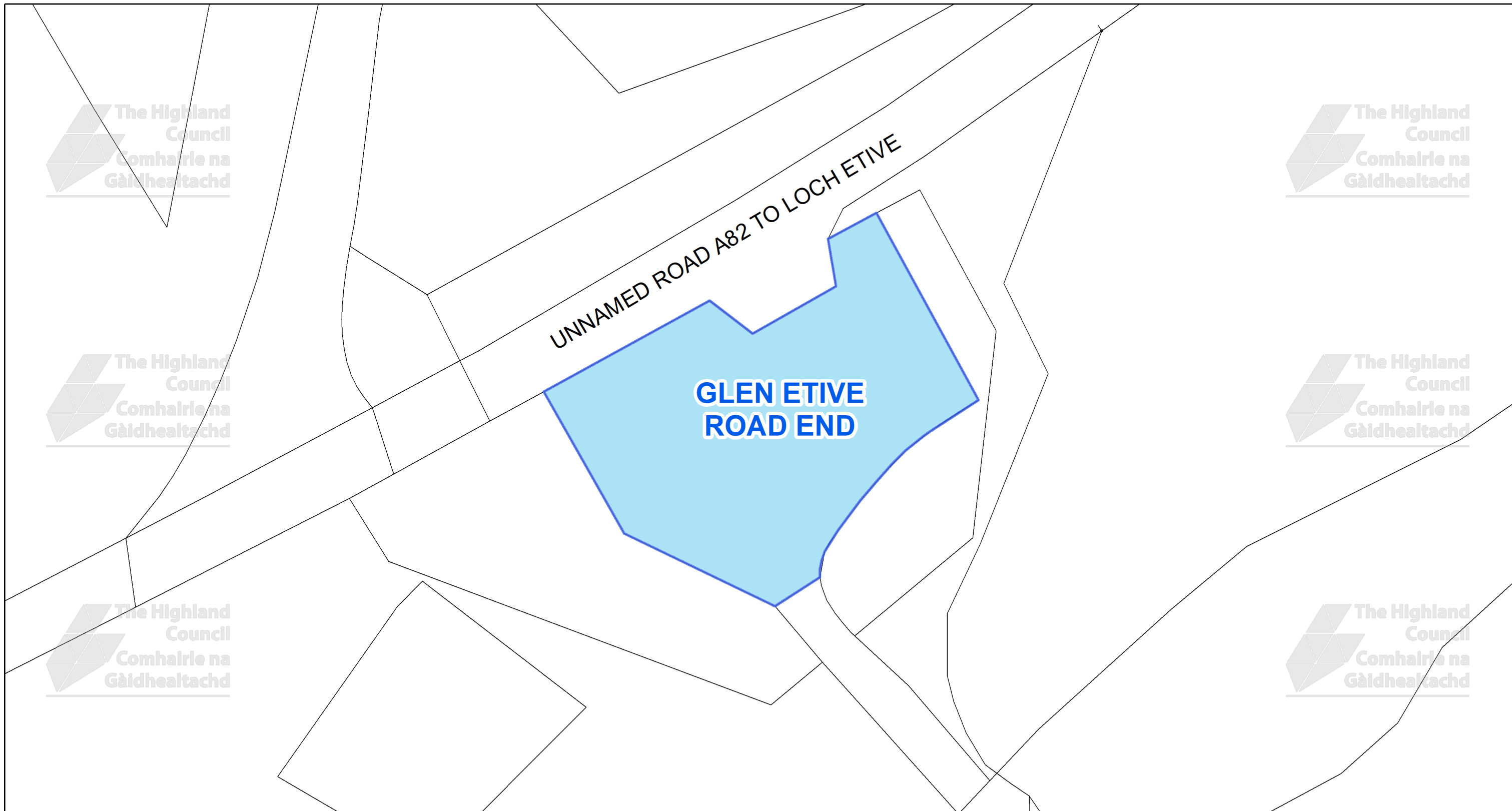
REFERENCE NUMBER

CP0206



CAR PARK NAME:

Glen Etive Car Park, Glen Etive



This is the Off-Street Plan (CP0239) referred In the foregoing

The Highland Council (Off-Street Parking Places) (Decriminalised Parking Enforcement and Consolidation) (Variation Four) Order 2025

Signed by Proper Officer

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The extent of the restrictions are 211,102 to 745,319 metres eastwards and 211,220 to 745,382 westwards using the British National Grid (EPSG 27700).

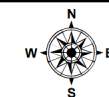


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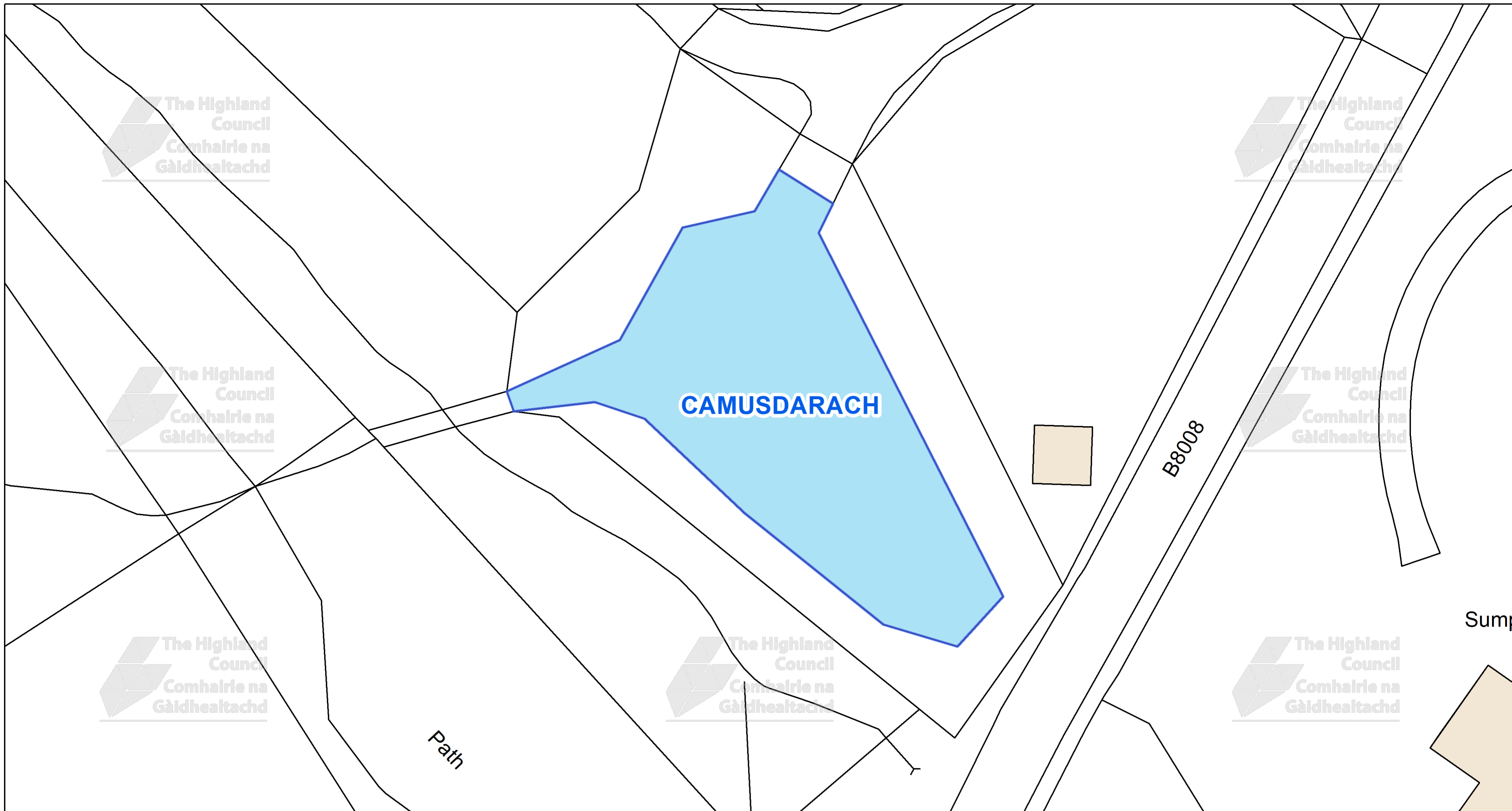
DATE

REFERENCE NUMBER
CP0239



CAR PARK NAME:

Camusdarach Car Park, Camusdarach



This is the Off-Street Plan (CP0241) referred In the foregoing

The Highland Council (Off-Street Parking Places) (Decriminalised Parking Enforcement and Consolidation) (Variation Four) Order 2025

Signed by Proper Officer

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The extent of the restrictions are 166,407 to 791,682 metres eastwards and 166,516 to 791,741 westwards using the British National Grid (EPSG 27700).



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REFERENCE NUMBER

CP0241



Appendix 4 – Full Objector Correspondence (follow up correspondence in italics)

Objections to Camusdarach (CP0241)

Objector 47

I have the following concerns with regard to the proposed parking tariff in the Mallaig and Morar area.

1. There should be a concession for residents to be exempt from charges. This means locals will use the local businesses rather than limit the number of times they come into Mallaig. This will discourage poor parking and keep footfall higher in quieter months.
 2. Why would you not allow overnight parking of motor homes on the car park with the toilets and showers? (In Mallaig)
 3. There are issues with what is a motor home? Many campervans are not seen as motorhomes but the same restrictions should apply to both.
 4. At most beach sites ie Camasdarach. There is no overnight parking sign at present. In the proposal it says no overnight parking for motor homes. This means cars with tent boxes or campervans will be able to park somewhere which has no toilet facilities or bins. This may lead to bad practice of wild camping with all the problems which come with it.
 5. There are issues in Mallaig of where to park if people are exploring the small isles and can not take their cars. There should be a facility near the ferry port people can leave their cars.
 6. Is £5 a day to park your car at the beach enough? Again this should be free for local residents via a disc or other method and significantly more for visitors.
- Thank you for your time. If you would like me to elaborate any further please do not hesitate to get in contact

Officer response to Objector 47

Thank you for your representation and objection to the proposed parking tariffs and associated restrictions in the Mallaig and Morar area. The Council has carefully considered the matters raised and responds as follows.

The introduction of parking charges at West Bay forms part of a wider Council strategy to ensure the sustainable management, maintenance and improvement of off-street parking facilities across the Highlands and is also intended to encourage turnover of spaces and improve availability.

In response to concerns raised regarding local access and affordability, the Council is proposing to introduce a Lochaber Parking Season Ticket, which will be valid for use at both West Bay Mallaig and Camusdarach car parks. This season ticket will be available at a cost of £11 per month or £132 for a 12-month annual pass, offering a significantly reduced rate for residents and others who require frequent use of these facilities. The Council considers this to be an appropriate and proportionate alternative to a full exemption, while still supporting local access and regular use.

In addition, the Council is progressing a separate on-street Traffic Regulation Order which will introduce permit holder parking bays on East Bay, Mallaig, specifically for local residents and for residents of Knoydart and the Small Isles. This measure is intended to help protect essential parking provision close to the ferry terminal and village centre for those who rely on it most, including individuals travelling to and from the islands where vehicles cannot

be taken.

With regard to overnight parking, the Council proposes to remove the prohibition on overnight parking for motorhomes at West Bay, Mallaig. While the proposed changes would permit motorhomes to remain parked overnight at West Bay, the Council does not propose to permit sleeping in vehicles within the car park. This measure is intended to prevent extended stays and to ensure that larger vehicles, including motorhomes, do not occupy parking spaces for prolonged periods. The restriction supports turnover of parking spaces, helps maintain availability for other users, and ensures that the car park continues to function primarily as a parking facility rather than an overnight accommodation site. The Council have approached local campsites who have made us aware of their availability during the tourist season and vehicles requiring sleeping arrangements will be directed to these sites.

At Camusdarach car park, the Council proposes to introduce a restriction prohibiting overnight parking for any vehicle between 10.00pm and 6.00am. This measure is intended to protect the amenity of this sensitive beach location, manage environmental impacts, and reduce issues associated with unmanaged overnight stays, including waste and sanitation concerns. The restriction will apply to all vehicles equally, thereby avoiding ambiguity between motorhomes, campervans and other vehicle types.

Regarding parking tariffs, the proposed £5 charge for up to 12 hours is consistent with tariffs applied at car parks across the Highlands. This level is intended to balance affordability with effective demand management, ensuring turnover of spaces while supporting maintenance and service provision. The availability of the Lochaber season ticket is intended to mitigate the impact on frequent and local users

In light of the above, the Council would ask whether, on the basis of these proposed amendments and clarifications, you would be willing to withdraw your objection. Should the objection not be withdrawn, and if no mutually acceptable solution can be agreed, your objection will be presented to the Lochaber Area committee to decide on whether the Traffic Order progresses or not.

Thank you again for raising these matters. The Council looks forward to your response and to continued dialogue on this matter

Objector 51

I am a resident local to the above listed Camusdarach car park and am writing to provide views on the current proposals.

I think it is a good idea to charge for parking at the car park and have some suggestions about the detail of timing and charges and in relation to enforcement of parking restrictions. The current car park provides a valuable resource to allow people to enjoy Camusdarach beach.

Overnight parking is problematic regardless of the type of vehicle because of the lack of available facilities (none) and the fact that the beach and surrounding area are not appropriate for 'wild' camping given the vulnerability of the ecosystem and the relatively 'public' nature of the site-it is not remote and camping in the vicinity could therefore not be classified as 'wild'. Permitting overnight parking would encourage camping which places an unmanageable burden on the area.

Perhaps the most significant issue in relation to parking at present is the lack of compliance with current parking controls-eg double yellow lines. In summer 2025 on a significant number of days, vehicles were parked along the access road to the car park and on the B8008 on double yellow lines. This caused an obstruction to traffic and road safety risks (my 14 year old daughter was almost knocked over when trying to cross the road). There was no visible enforcement presence for the entire summer season and it is important to understand the proposals for enforcing the new restrictions/policy. What is to prevent drivers from parking on the access road /B8008 instead of the car park to avoid charges? And what mechanism would you propose to enforce the compliance with the parking costs? It would seem likely that the costs of a traffic warden would be significantly outweighed by the employment costs associated with such an appointment.

Officer response to Objector 51

Thank you for your correspondence regarding the proposed Traffic Regulation Order (TRO) for Camusdarach Car Park. While it was not entirely clear whether your submission was intended as a formal objection, the Council has treated it as such and your comments have been fully considered as part of the statutory consultation process.

Following consideration of all representations received, the Council proposes to proceed with the introduction of parking controls at Camusdarach Car Park, including a prohibition on any vehicle parking within the car park between the hours of 10:00pm and 6:00am. This measure is intended to discourage overnight parking and associated activity, which, as you have highlighted, can place pressure on the local environment and surrounding area.

With regard to vehicles parking on double yellow lines along the access road and on the B8008, these restrictions are covered under the on-street Traffic Regulation Order and are separate from the off-street car park TRO currently proposed. The Council endeavours to ensure that Parking Enforcement Officers attend locations where contraventions are reported and identified. However, it is acknowledged that enforcement resources are limited, with officers covering large geographic areas, which can make frequent attendance challenging. Notwithstanding this, enforcement will continue to be undertaken where possible and in response to reported issues.

The introduction of a one-hour free parking period within the car park is consistent with arrangements in other Highland Council car parks in the Lochaber area. This approach is intended to encourage turnover of vehicles, thereby increasing the availability of parking spaces and supporting short-stay use of the facility.

In response to concerns regarding parking charges and their impact on local users, the Council proposes to introduce a Lochaber Season Ticket that will be valid for use at this car park. This can be purchased at a cost of £11 for one month or £132 for twelve months, offering a reduced rate compared to the standard parking tariffs and providing a more cost-effective option for regular users, including local residents.

The Council considers that the proposed measures represent a balanced approach to managing parking demand, protecting the local environment, and maintaining access to Camusdarach Beach for visitors and residents alike. In light of the above, the Council would ask whether, on the basis of these proposed amendments and clarifications, you would be willing to withdraw your objection. Should the objection not be withdrawn, and if no mutually acceptable solution can be agreed, your objection will be presented to the Lochaber Area committee to decide on whether the Traffic Order progresses or not.

Thank you again for raising these matters. The Council looks forward to your response and to continued dialogue on this matter