

Agenda Item	9
Report No	BSAC/016/24

# The Highland Council

**Committee:** Badenoch and Strathspey

**Date:** 26 August 2024

**Report Title:** Glenmore Waiting and Loading Restrictions Consideration of Objections

**Report By:** Assistant Chief Executive - Place

## 1 Purpose/Executive Summary

- 1.1 Due to increased demand by visitors to the C1126 Lochside area of Glenmore, officers were asked to introduce Traffic Management provisions to tackle inappropriate parking and measures for managed parking on the roadside.
- 1.2 The Committee is asked to consider the Unresolved Objections received in relation to “The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Seven Glenmore Order 2023”.

## 2 Recommendations

- 2.1 Members are asked to **approve** the Order as detailed in **Appendix 2** having it been altered and reduced in severity from the original proposals issued for Public Consultation and following feedback from consultees.

## 3 Implications

- 3.1 **Resource** – No implications
- 3.2 **Legal** – The making of the Order will create enforceable waiting and loading restrictions on sections of Road in the Glenmore area subject to the Road Traffic Regulation act 1984.
- 3.3 **Community (Equality, Poverty, Rural and Island)** - Consideration has been given to residents and local users and a discounted permit and season ticket option has been included in the proposals.
- 3.4 **Climate Change / Carbon Clever** – It is hoped that benefits to the environment will be achieved by better management of parking in this area, reducing damage to verges and improved regulation of formal parking areas. We will work in partnership with other stakeholders to review opportunities for alternative access arrangements including active travel and public transport to reduce the flow of vehicles where possible.

- 3.5 **Risk** - Failure to implement enhanced regulation of parking on the public road C1126 in the Glenmore area will lead to increased damage to verges and road safety risks to drivers and pedestrians from inconsiderately parked vehicles.
- 3.6 **Health and Safety (risks arising from changes to plant, equipment, process, or people)** – No implications.
- 3.7 **Gaelic** – No implications.

#### **4 Traffic Regulation Order Process**

- 4.1 Subject to The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999, The Highland Council has proposed The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Seven Glenmore Order 2023. The Order introduces waiting and loading restrictions including Pay & Display parking on sections of the C1126 between Rothiemurchus Lodge's access road and the Hayfield Car Park. Waiting and Loading restrictions adjacent to the entrance to the Coire Cas car park and on the access road to the Glenmore Lodge referred to in **Appendix 1**.
- 4.2 Officers carried out preliminary consultation with Statutory Consultees and concerned parties on the 14 June 2023 allowing respondents time to feed back any observations relating to those proposals.

We received feedback from Forestry Land and Scotland and Cairngorm National Park but no objections from them or from Police Scotland, Scottish Fire and Rescue, Scottish Ambulance Service, public transport providers. We received one objection at this stage from Loch Morlich Watersports.

- 4.3 Taking on board comments from respondents we finalised the proposals then proceeded to Publicly advertise the proposed Traffic Regulation Order on 14 August 2023. We allowed until 13 September 2023 for formal representations to be made on the proposed Order. We made the Order available in printed form at our Inverness office, posted notices on-street, placed a notice in the Press & Journal Highland paper and online editions and provided full details of the order on the Council website [www.highland.gov.uk/troconsultations](http://www.highland.gov.uk/troconsultations) as detailed within **Appendix 1**.

#### **5 Objections**

- 5.1 We received 88 representations of which 83 were objections of some form or another with some objecting to multiple aspects of the proposals. In total 169 individual grounds of objection:-
- a) 43 objections related to aspects of Pay & Display;
  - b) 61 objections related prohibition of overnight stays;
  - c) 4 objections related to the prohibition of waiting & loading at Coire Cas;
  - d) 5 objections related to seasonal / not seasonal;
  - e) 19 objections related to the impact on local users;
  - f) 23 objections seeking permits for locals;
  - g) 8 objections related to impact on safety;
  - h) 1 objection related to the double yellow lines on the road to the Glenmore Lodge; and
  - i) 5 objections related provisions for motorhomes.

Redating summary of all responses are included within **Appendix 4**.

5.2 We proceeded to correspond with objectors between 13 September 2023 and the 29 January 2024 and further follow ups made until June 2024 with a view to resolve any Objections. Where we did not wish to amend the proposals, we provided more clarity and explanation to objectors.

However, where we were able to take on board issues raised, we amended the proposals accordingly and reducing their impact where appropriate. These changes were communicated to the objectors and to date 23 objections have been fully withdrawn.

Forty-six objectors failed to respond to our follow up engagement.

All 63 unresolved objections are included within **Appendix 3**.

5.3 The considerations made to the objections received were as follows:-

- We withdrew the ban on overnight parking in Pay and Display bays proposed in Draft Order.
- We have made provision for longer parking periods in the Pay and Display bays, over 24 hours.
- We will provide a discounted local permit for Residents of Badenoch and Strathspey to accommodate access - 2 options to be made available, £40 per year or £11 per month.
- We will be coordinating proposed tariffs with Forestry Land and Scotland to ensure consistency and that we will address user needs over length of stay.
- We will continue to work with local land owners to identify opportunities to provide parking in locations deemed appropriate.
- We will limit the Pay and Display restrictions to a period from 1 March to 31 October.
- We will be providing officers on the ground to manage and enforce any restrictions between March and October

These considerations were communicated to all Objectors.

5.4 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:-

- (a) abandon them;
- (b) defer a decision on them; or
- (c) make an order or orders giving effect to them in whole or in part

## 6 Officer Recommendations

6.1 Having considered all representations received officers have adapted the original proposals but maintained the substance of the scheme to improve management of parking vehicles in the area.

Officers are of the opinion that the scheme as scheduled in **Appendix 2** is a reasonable compromise balancing the needs of the users in the area with pressures of visitor management and on that basis recommend that members agree to the making of the order as now promoted.

Designation: Assistant Chief Executive - Place

Date: 9 August 2024

Author: Shane Manning, Principal Traffic Officer

Background Papers: None

Appendices: Appendix 1 - [TRO as advertised.](#)  
Appendix 2 - [TRO as proposed to be made.](#)  
Appendix 3 - [Unresolved Objections for consideration](#)  
Appendix 4 - [Summary Spreadsheet of responses](#)



## The Highland Council **NOTICE**

### **The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Seven Glenmore Order 2023**

Notice is hereby given that The Highland Council (“the Council”) in exercise of its powers under Sections 1(1), 2(1) to (3), 4, 19, 32, 35, 45, 46,47 and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (hereinafter referred to as “the Act of 1984”) and the Road Traffic Act 1991 (hereinafter referred to as “the 1991 Act”) and of all other enabling powers proposes to make an Order entitled as above the general effect of which is as described in the Schedule below.

Details of the proposals, a copy of the proposed Order, Statement of Reasons and Plans may be inspected online <https://www.highland.gov.uk/troconsultations> or by appointment at the Parking Services offices at the Multi Storey Car Park, Faraline Park, Inverness, IV11NH during normal office hours. Telephone 01463 239786 to make an appointment.

Any objections to the proposals must be submitted to the undernoted in writing by xxxday xx xxxx 2023 and must contain the competent grounds upon which you object. You may also provide your written objection by email to [parking@highland.gov.uk](mailto:parking@highland.gov.uk)

xx/xx/2023, Shane Manning, Principal Traffic Officer, Highland Council, Multi Storey Car Park, Faraline Park, Inverness, IV11NH

#### **Schedule**

This Order Variation will introduce waiting and loading restrictions and on-street pay and display parking and affects the roads at:

- C1126 Glenmore Road between its junction with Rothiemurchus Lodge Access Road eastwards to the Snow gates for Cairngorm Mountain and a section of road at the entrance to the Coire Cas Ski Lift Car Park
- The access Road leading to Glenmore Lodge from its junction with the C1126 eastwards to its junction with the Glenmore Lodge.

# DRAFT

## ROAD TRAFFIC REGULATION ACT 1984

The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Seven Glenmore Order 2023

THE HIGHLAND COUNCIL in exercise of its powers under Sections 1(1), 2(1) to (3), 4, 19, 32, 35, 45, 46,47 and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (“the Act of 1984”) as amended and of the Road Traffic Act 1991 (“the 1991 Act”) 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 Act of 1984, hereby proposes the following Order.

1. This Order shall come into operation on the xx xxx 2023 and may be cited as “The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Seven Glenmore 2023”
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 Act of 1984 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.

# DRAFT

5. The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Order 2016 as amended (hereinafter referred to as the “Principal Order”) is hereby varied as follows: (i) the plans specified in Schedule 1 to this Order are inserted therefor and hereby added and incorporated into schedule 1 to the Principal Order, (ii) the tariffs specified in Schedule 2 to this Order are inserted therefore and hereby added and incorporated in schedule 4 table 4.1 to the Principal Order.

This Order and the 2 schedules annexed hereto are sealed with the Common Seal of The Highland Council and signed for them and on their behalf at Dingwall on xx xxx 2023 by Shona Ann Pottinger, Solicitor and Proper Officer.

# DRAFT

This is the Schedule 1 referred to in the foregoing The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Seven Glenmore Order 2023

## SCHEDULE 1

The On Street Plans attached with the following Map Numbers thereon are added and incorporated into schedule 1 to The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Order 2016

NP671 NP672 NQ671 NR670 NR671 NS670 NS671 NT671 NT672 NT673 NU671  
NU672 NU673 NV672 NV682 NV683 NV684 NV685

This is the Schedule 2 referred to in the foregoing The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Seven Glenmore Order 2023

## SCHEDULE 2

The Tariffs thereon are added and incorporated into schedule 4, table 4.1 to The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Order 2016

<b>On Street Parking</b>		
<b>Parking Bay locations</b>	<b>Times</b>	<b>Scale of Charges</b>
C1126 Glenmore Road	24 Hours 12 hours Maximum Stay 07:00 to 22:00	1 hour - £2.00 6 hours - £4.00 12 hours - £5.00
	NO Waiting 22:00 to 07:00	



OFFICIAL

**The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Seven  
Glenmore Order 2023**

Statement of Reasons

Under the Road Traffic Act 1991 the Highland Area has been designated as “a permitted parking area and a special parking area”. This designation and the variation order enable the Highland Council and its authorised officers to enforce parking, waiting and loading prohibitions and traffic restrictions within the Highland Area. Highland Council parking enforcement officers issue Penalty Charge Notices in respect of contraventions of this Order.

The above-named order will assist with traffic management in general and specifically relating to congestion and unsafe / unmanaged parking experienced on the C1126 Glenmore main Road and Glenmore Lodge access road.

- This order will: Introduce on-street pay and display parking and waiting prohibitions and restrictions.

# Glenmore 2023 Overview





The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

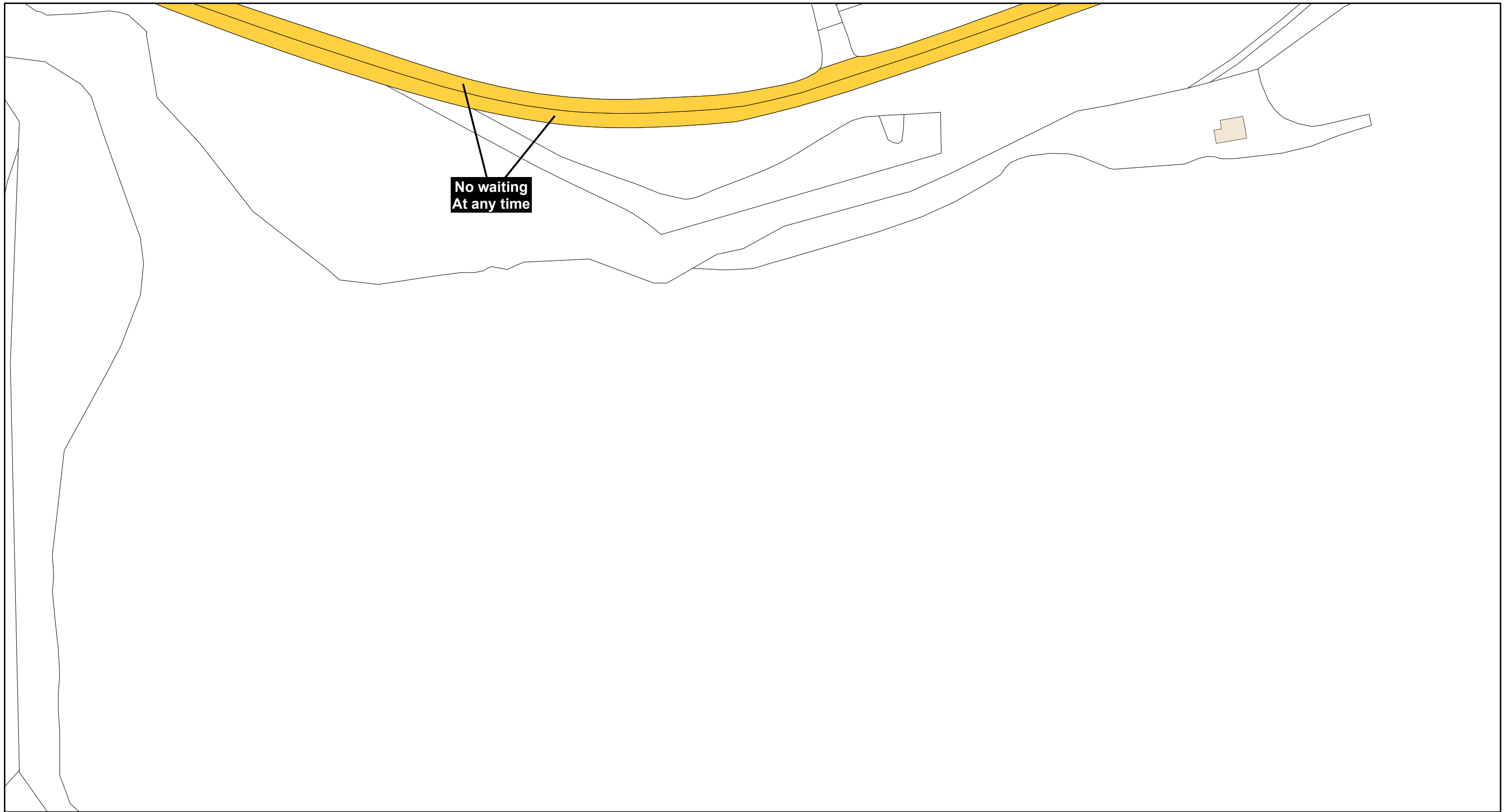
**The Highland Council**  
**(Prohibition and Restriction of**  
**Waiting and Loading and Parking Places)**  
**(Decriminalised Parking**  
**Enforcement and Consolidation)**  
**Variation Seven Glenmore Order 2023**

**Signed by Proper Officer**

Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence AC0000849432.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

Shade Restriction		Shade Restriction		Shade Restriction		Shade Restriction	
	No Waiting At Any Time		No Waiting At Any Time / No Loading		No Waiting At Any Time / No Loading At Any Time		No Waiting / No Loading
	No Waiting		Loading Restrictions		Bus Stop Clearway		Pay And Display
	Permit Holders Only		Limited Waiting		Miscellaneous Restrictions		Disabled Badge Holders Only
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway		Zonal Restrictions (Excluding Pedestrian Zones)		Pedestrian Zones
	No Stopping At Any Time						

SCALE <b>1:1,250</b>
DATE <b>04/08/2023</b>
MAP NUMBER <b>NP671</b>



The Highland Council  
 Headquarters  
 Glenurquhart Rd  
 Inverness  
 IV35NX

The Highland Council  
 (Prohibition and Restriction of  
 Waiting and Loading and Parking Places)  
 (Decriminalised Parking  
 Enforcement and Consolidation)  
 Variation Seven Glenmore Order 2023

Signed by Proper Officer

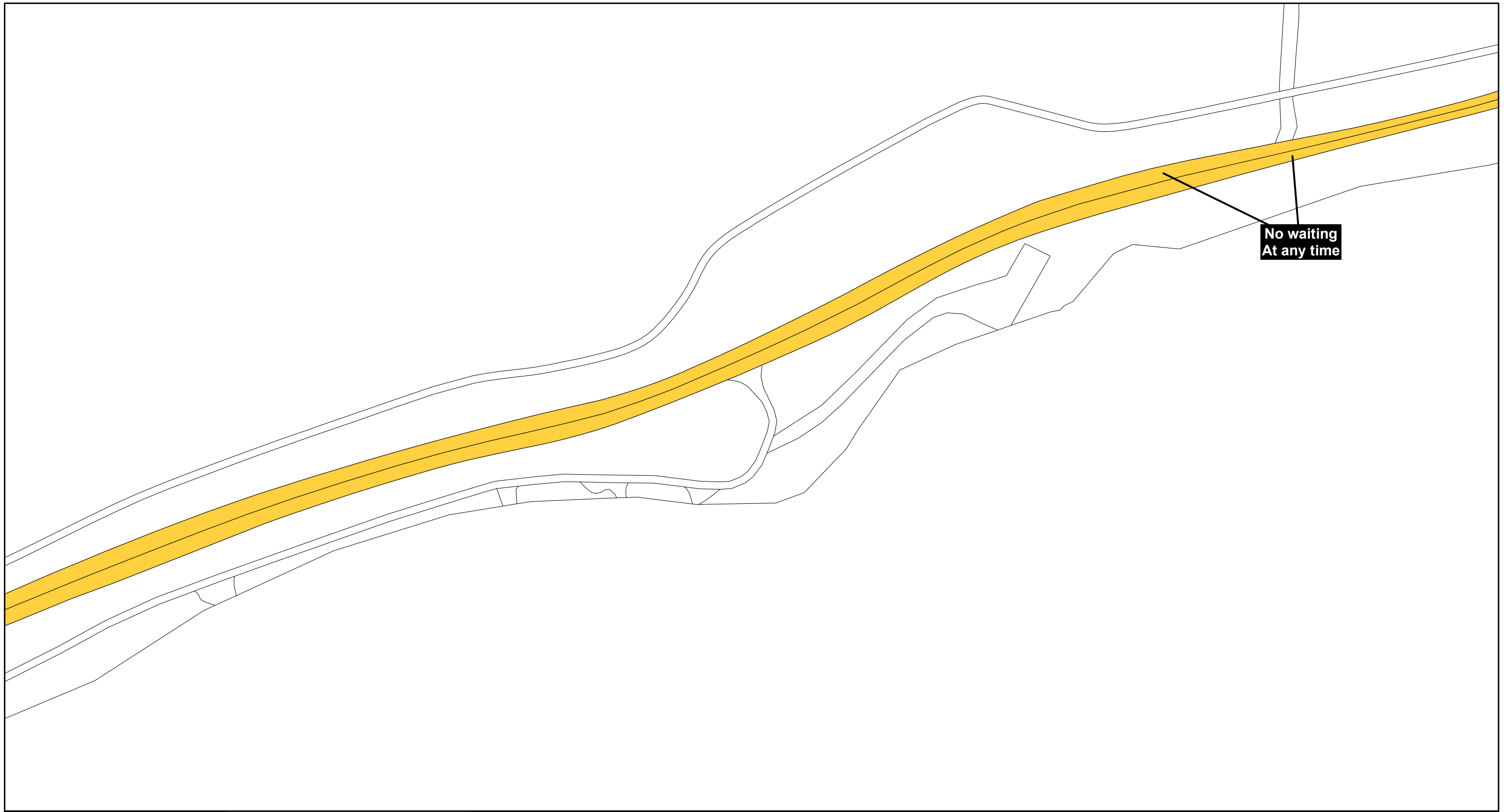
Reproduced by permission of Ordnance Survey on behalf of HMSO  
 © Crown copyright and database right 2023. All rights reserved.  
 Ordnance Survey licence AC0000849432.  
 This plan has been produced specifically to supply an individual  
 with value added Local Authority information.  
 Unauthorised reproduction infringes Crown Copyright  
 and may lead to prosecution or Civil Proceed

<u>Key</u>			
Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		No Waiting At Any Time / No Loading At Any Time
			Bus Stop Clearway
			Miscellaneous Restrictions
			Zonal Restrictions (Excluding Pedestrian Zones)
			No Waiting / No Loading
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE  
**1:1,250**

DATE  
**04/08/2023**

MAP NUMBER  
**NP672**



The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

The Highland Council  
(Prohibition and Restriction of  
Waiting and Loading and Parking Places)  
(Decriminalised Parking  
Enforcement and Consolidation)  
Variation Seven Glenmore Order 2023

Signed by Proper Officer

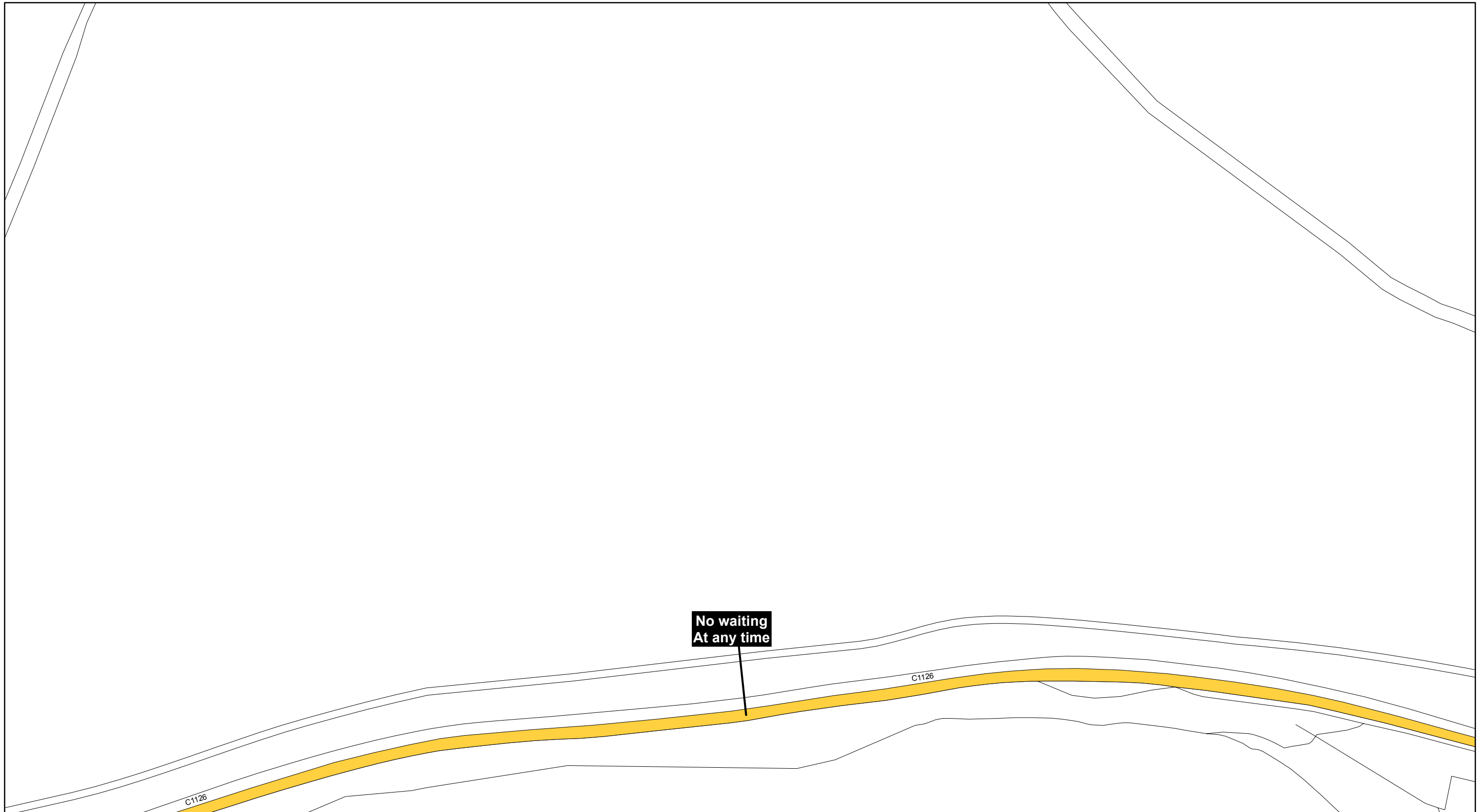
Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence AC0000849432.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

Key			
Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		No Waiting At Any Time / No Loading At Any Time
			Bus Stop Clearway
			Miscellaneous Restrictions
			Zonal Restrictions (Excluding Pedestrian Zones)
			No Waiting / No Loading
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE  
**1:1,250**

DATE  
**04/08/2023**

MAP NUMBER  
**NQ671**



The Highland Council  
 Headquarters  
 Glenurquhart Rd  
 Inverness  
 IV35NX

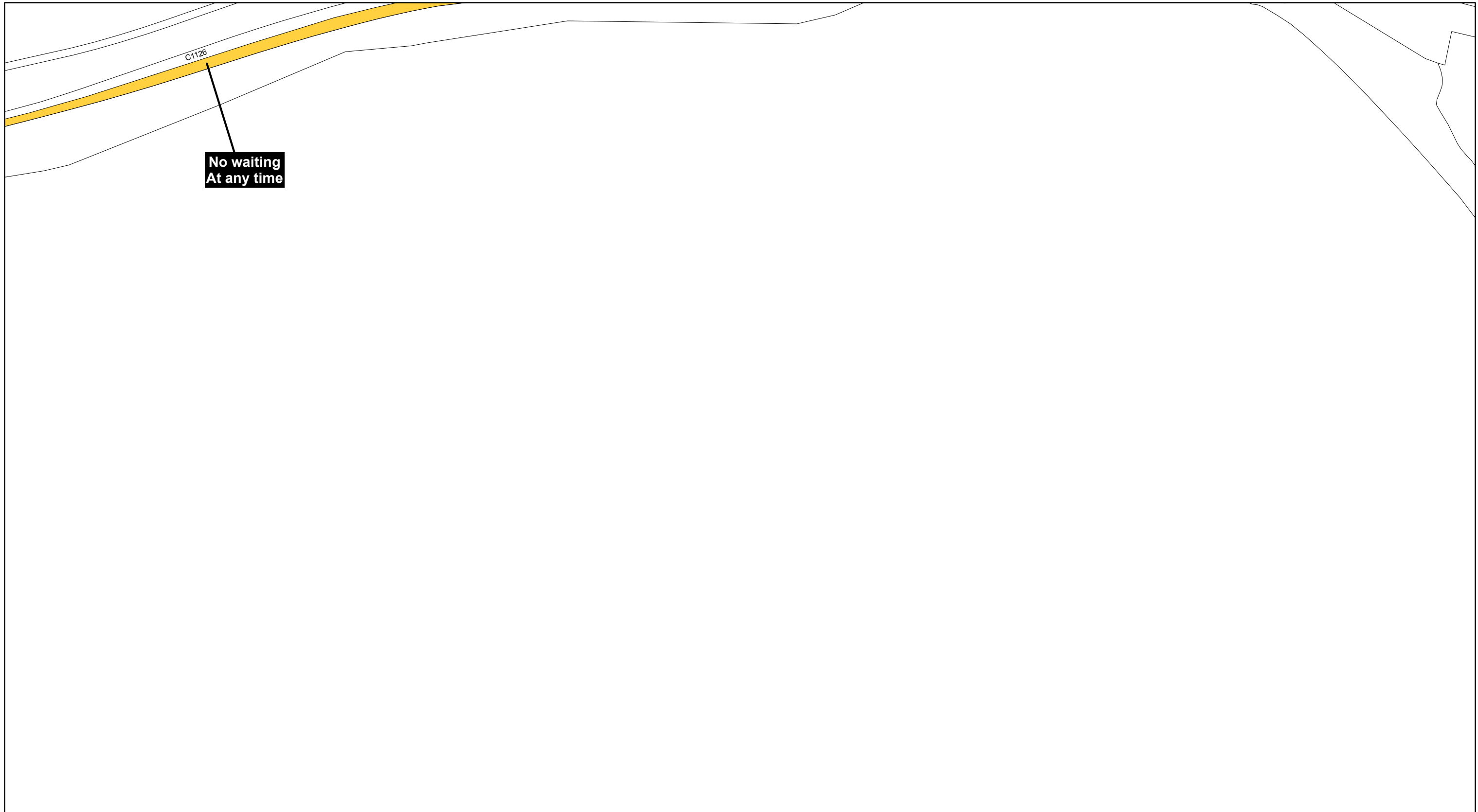
**The Highland Council**  
 (Prohibition and Restriction of  
 Waiting and Loading and Parking Places)  
 (Decriminalised Parking  
 Enforcement and Consolidation)  
 Variation Seven Glenmore Order 2023

Signed by Proper Officer

Reproduced by permission of Ordnance Survey on behalf of HMSO  
 © Crown copyright and database right 2023. All rights reserved.  
 Ordnance Survey licence 100023369.  
 This plan has been produced specifically to supply an individual  
 with value added Local Authority information.  
 Unauthorised reproduction infringes Crown Copyright  
 and may lead to prosecution or Civil Proceed

Key			
Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		Miscellaneous Restrictions
			Zonal Restrictions (Excluding Pedestrian Zones)
			No Waiting / No Loading
			Bus Stop Clearway
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE <b>1:1,250</b>
DATE <b>19/05/2023</b>
MAP NUMBER <b>NR670</b>



The Highland Council  
(Prohibition and Restriction of  
Waiting and Loading and Parking Places)  
(Decriminalised Parking  
Enforcement and Consolidation)  
Variation Seven Glenmore Order 2023

Signed by Proper Officer

Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence 100023369.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

**Key**

Shade	Restriction	Shade	Restriction	Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading		No Waiting At Any Time / No Loading At Any Time		No Waiting / No Loading
	No Waiting		Loading Restrictions		Bus Stop Clearway		Pay And Display
	Permit Holders Only		Limited Waiting		Miscellaneous Restrictions		Disabled Badge Holders Only
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway		Zonal Restrictions (Excluding Pedestrian Zones)		Pedestrian Zones
	No Stopping At Any Time						

SCALE  
**1:1,250**

DATE  
**19/05/2023**

MAP NUMBER  
**NR671**



The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

**The Highland Council**  
**(Prohibition and Restriction of**  
**Waiting and Loading and Parking Places)**  
**(Decriminalised Parking**  
**Enforcement and Consolidation)**  
**Variation Seven Glenmore Order 2023**

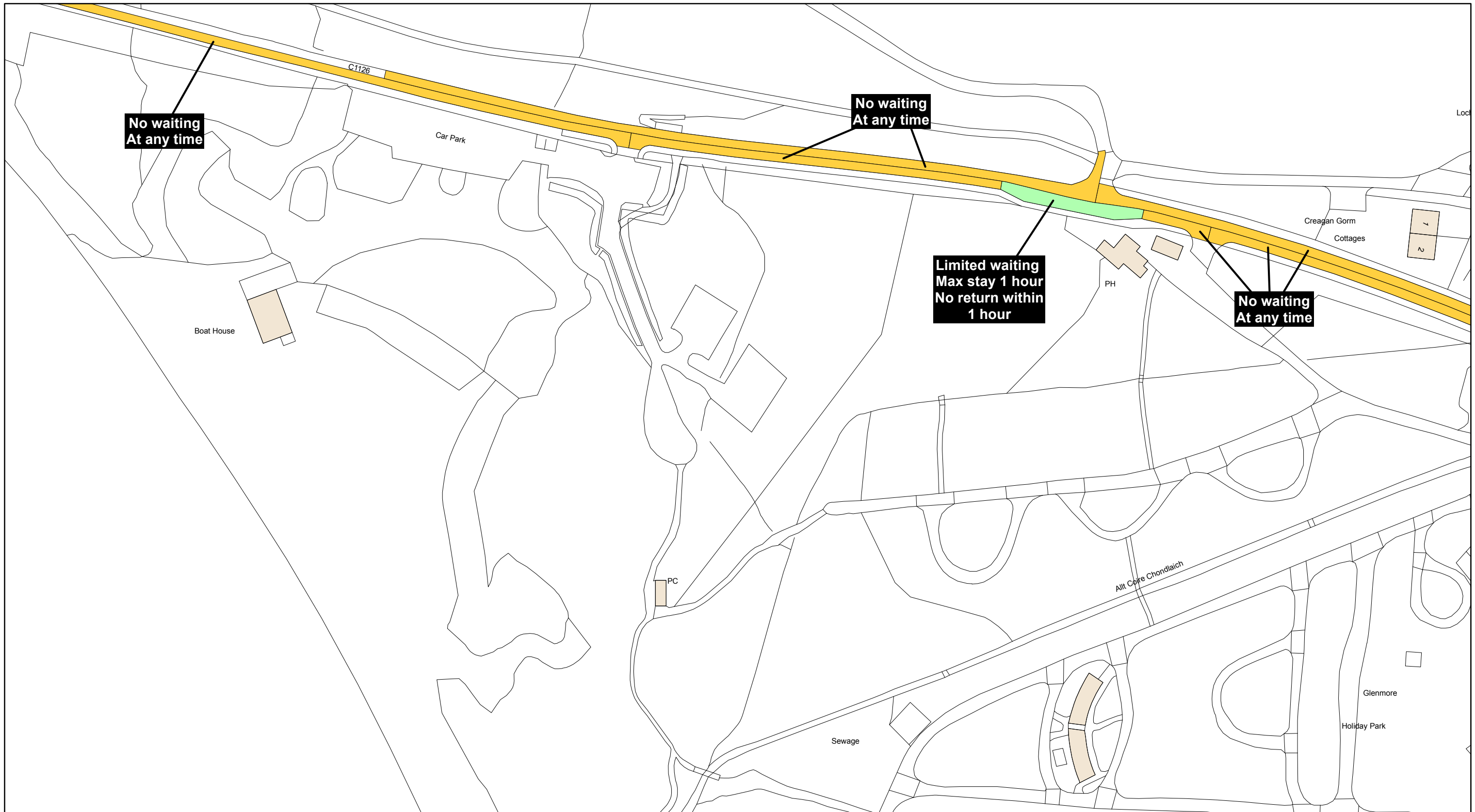
**Signed by Proper Officer**

Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence 100023369.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

<u>Key</u>			
Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		Miscellaneous Restrictions
			Zonal Restrictions (Excluding Pedestrian Zones)
			No Waiting / No Loading
			Bus Stop Clearway
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE <b>1:1,250</b>
DATE <b>19/05/2023</b>
MAP NUMBER <b>NS670</b>





The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

**The Highland Council**  
**(Prohibition and Restriction of**  
**Waiting and Loading and Parking Places)**  
**(Decriminalised Parking**  
**Enforcement and Consolidation)**  
**Variation Seven Glenmore Order 2023**

**Signed by Proper Officer**

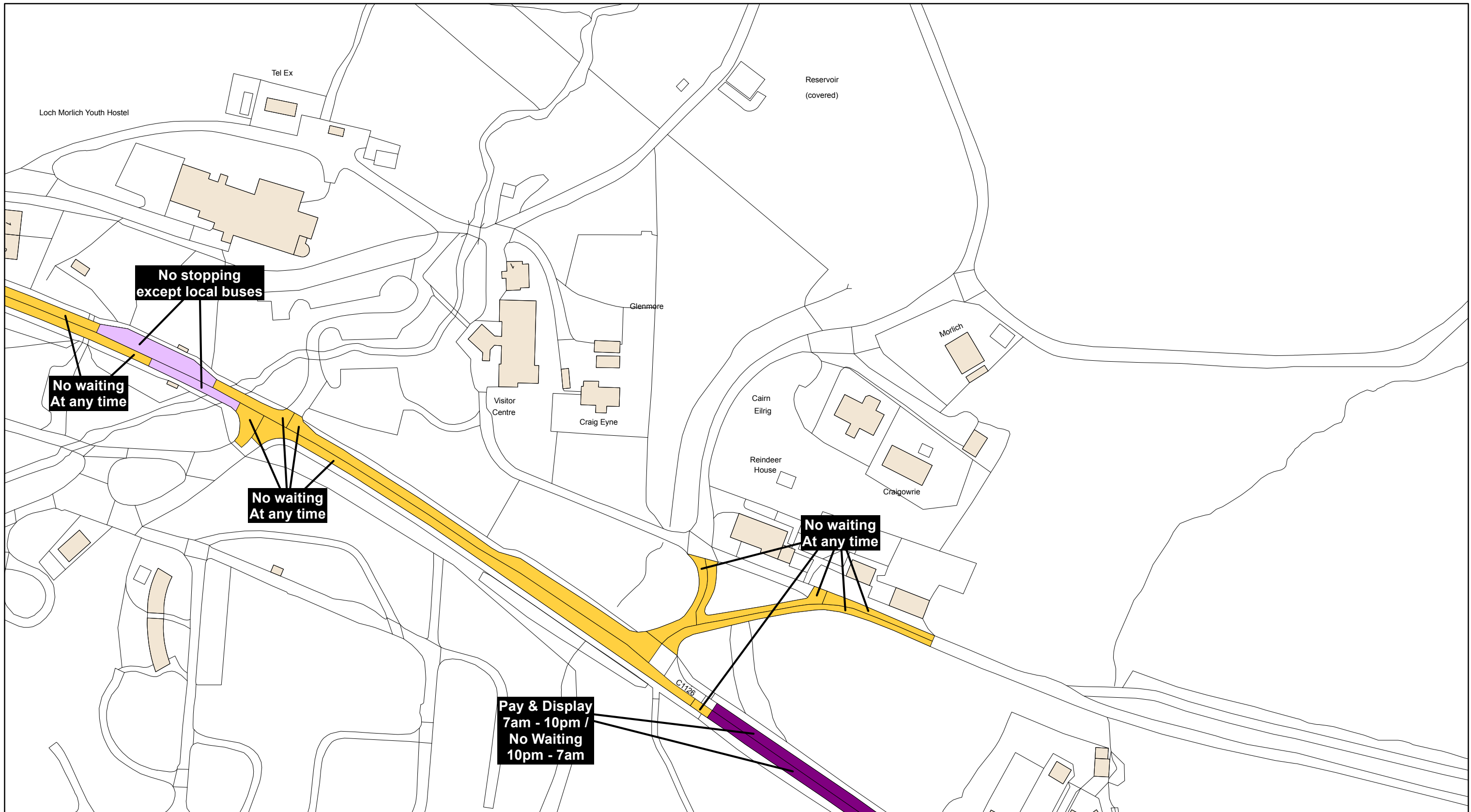
Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence 100023369.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

<b>Key</b>			
<b>Shade Restriction</b>	<b>Shade Restriction</b>	<b>Shade Restriction</b>	<b>Shade Restriction</b>
No Waiting At Any Time	No Waiting At Any Time / No Loading	No Waiting At Any Time / No Loading At Any Time	No Waiting / No Loading
No Waiting	Loading Restrictions	Bus Stop Clearway	Pay And Display
Permit Holders Only	Limited Waiting	Miscellaneous Restrictions	Disabled Badge Holders Only
No Stopping On Main Carriageway	No Stopping At Any time On Verge Or Footway	Zonal Restrictions (Excluding Pedestrian Zones)	Pedestrian Zones
No Stopping At Any Time			

SCALE  
**1:1,250**

DATE  
**19/05/2023**

MAP NUMBER  
**NS671**



The Highland Council  
 Headquarters  
 Glenurquhart Rd  
 Inverness  
 IV35NX

**The Highland Council**  
 (Prohibition and Restriction of  
 Waiting and Loading and Parking Places)  
 (Decriminalised Parking  
 Enforcement and Consolidation)  
 Variation Seven Glenmore Order 2023

Signed by Proper Officer

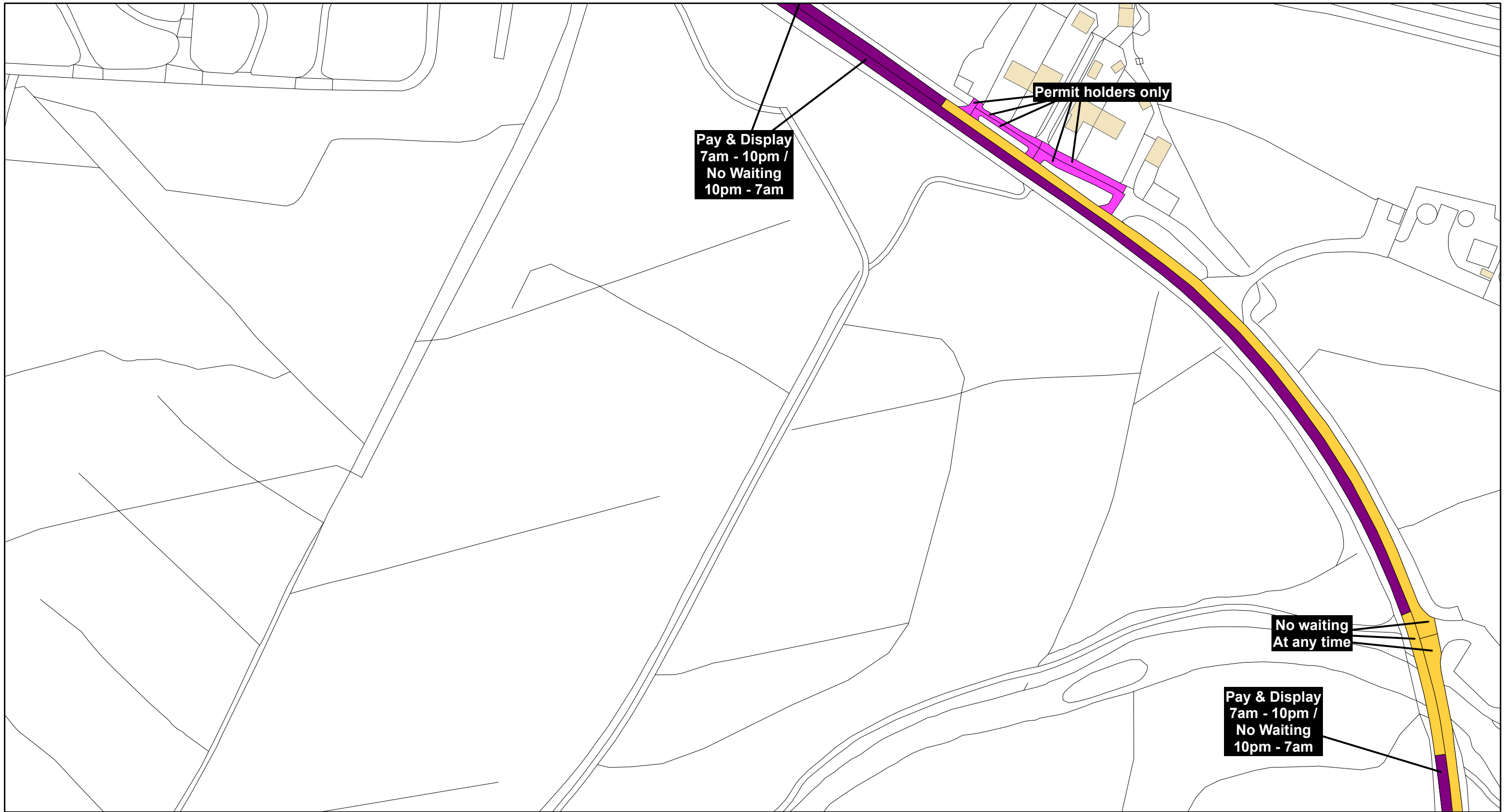
Reproduced by permission of Ordnance Survey on behalf of HMSO  
 © Crown copyright and database right 2023. All rights reserved.  
 Ordnance Survey licence 100023369.  
 This plan has been produced specifically to supply an individual  
 with value added Local Authority information.  
 Unauthorised reproduction infringes Crown Copyright  
 and may lead to prosecution or Civil Proceed

Key			
Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		Miscellaneous Restrictions
			No Waiting At Any Time / No Loading At Any Time
			Bus Stop Clearway
			Miscellaneous Restrictions
			Zonal Restrictions (Excluding Pedestrian Zones)
			No Waiting / No Loading
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE  
**1:1,250**

DATE  
**19/05/2023**

MAP NUMBER  
**NT671**



The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

The Highland Council  
(Prohibition and Restriction of  
Waiting and Loading and Parking Places)  
(Decriminalised Parking  
Enforcement and Consolidation)  
Variation Seven Glenmore Order 2023

Signed by Proper Officer  
  
Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence AC0000849432.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

Shade Restriction		Shade Restriction		Shade Restriction		Shade Restriction	
	No Waiting At Any Time		No Waiting At Any Time / No Loading		No Waiting At Any Time / No Loading At Any Time		No Waiting / No Loading
	No Waiting		Loading Restrictions		Bus Stop Clearway		Pay And Display
	Permit Holders Only		Limited Waiting		Miscellaneous Restrictions		Disabled Badge Holders Only
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway		Zonal Restrictions (Excluding Pedestrian Zones)		Pedestrian Zones
	No Stopping At Any Time						

SCALE  
**1:1,250**

DATE  
**19/05/2023**

MAP NUMBER  
**NT672**



**Pay & Display**  
**7am - 10pm /**  
**No Waiting**  
**10pm - 7am**

Picnic Site

C1128



The Highland Council  
 Headquarters  
 Glenurquhart Rd  
 Inverness  
 IV35NX

**The Highland Council**  
**(Prohibition and Restriction of**  
**Waiting and Loading and Parking Places)**  
**(Decriminalised Parking**  
**Enforcement and Consolidation)**  
**Variation Seven Glenmore Order 2023**

**Signed by Proper Officer**

Reproduced by permission of Ordnance Survey on behalf of HMSO  
 © Crown copyright and database right 2023. All rights reserved.  
 Ordnance Survey licence 100023369.  
 This plan has been produced specifically to supply an individual  
 with value added Local Authority information.  
 Unauthorised reproduction infringes Crown Copyright  
 and may lead to prosecution or Civil Proceed

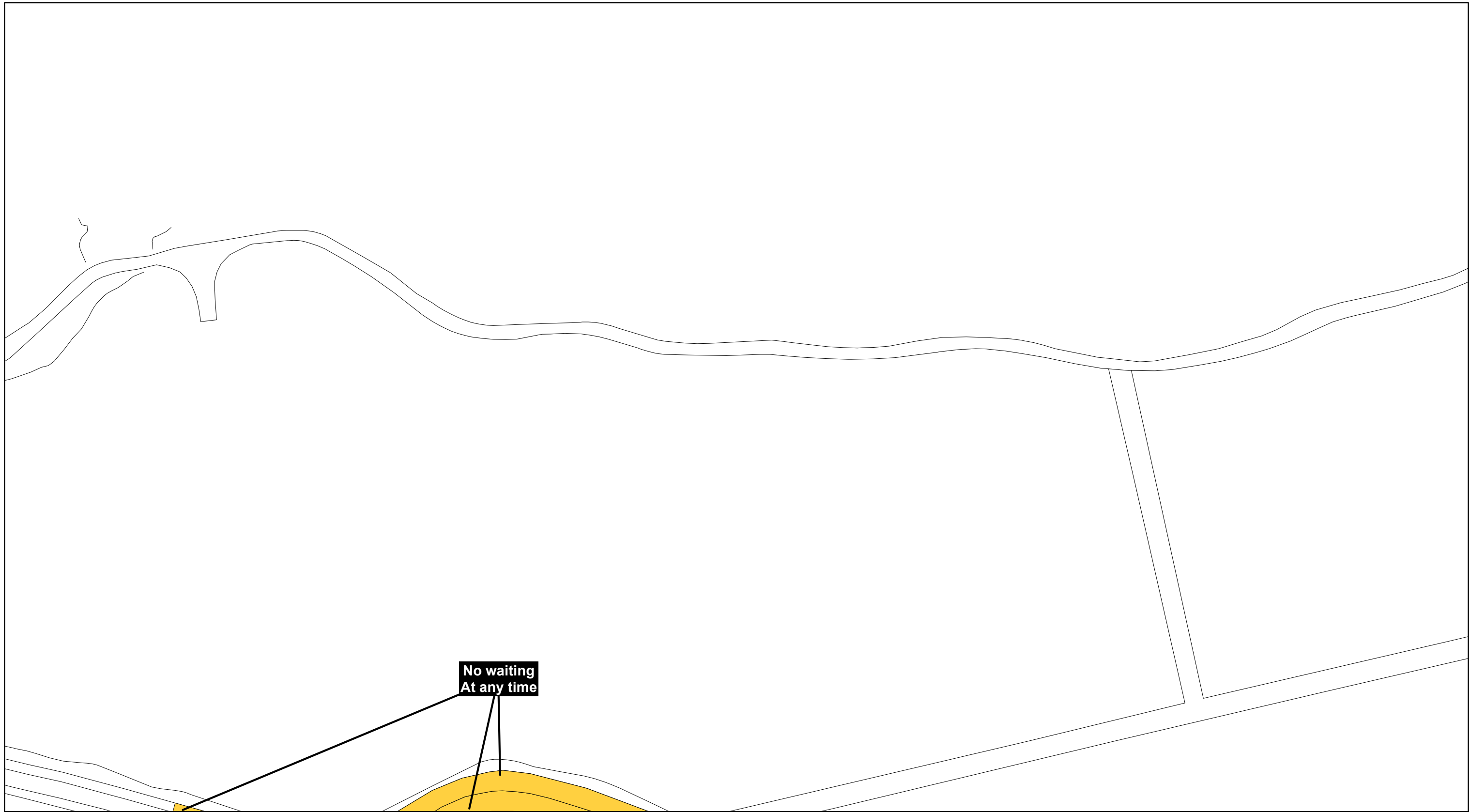
**Key**

Shade	Restriction	Shade	Restriction	Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading		No Waiting At Any Time / No Loading At Any Time		No Waiting / No Loading
	No Waiting		Loading Restrictions		Bus Stop Clearway		Pay And Display
	Permit Holders Only		Limited Waiting		Miscellaneous Restrictions		Disabled Badge Holders Only
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway		Zonal Restrictions (Excluding Pedestrian Zones)		Pedestrian Zones
	No Stopping At Any Time						

SCALE  
**1:1,250**

DATE  
**19/05/2023**

MAP NUMBER  
**NT673**



The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

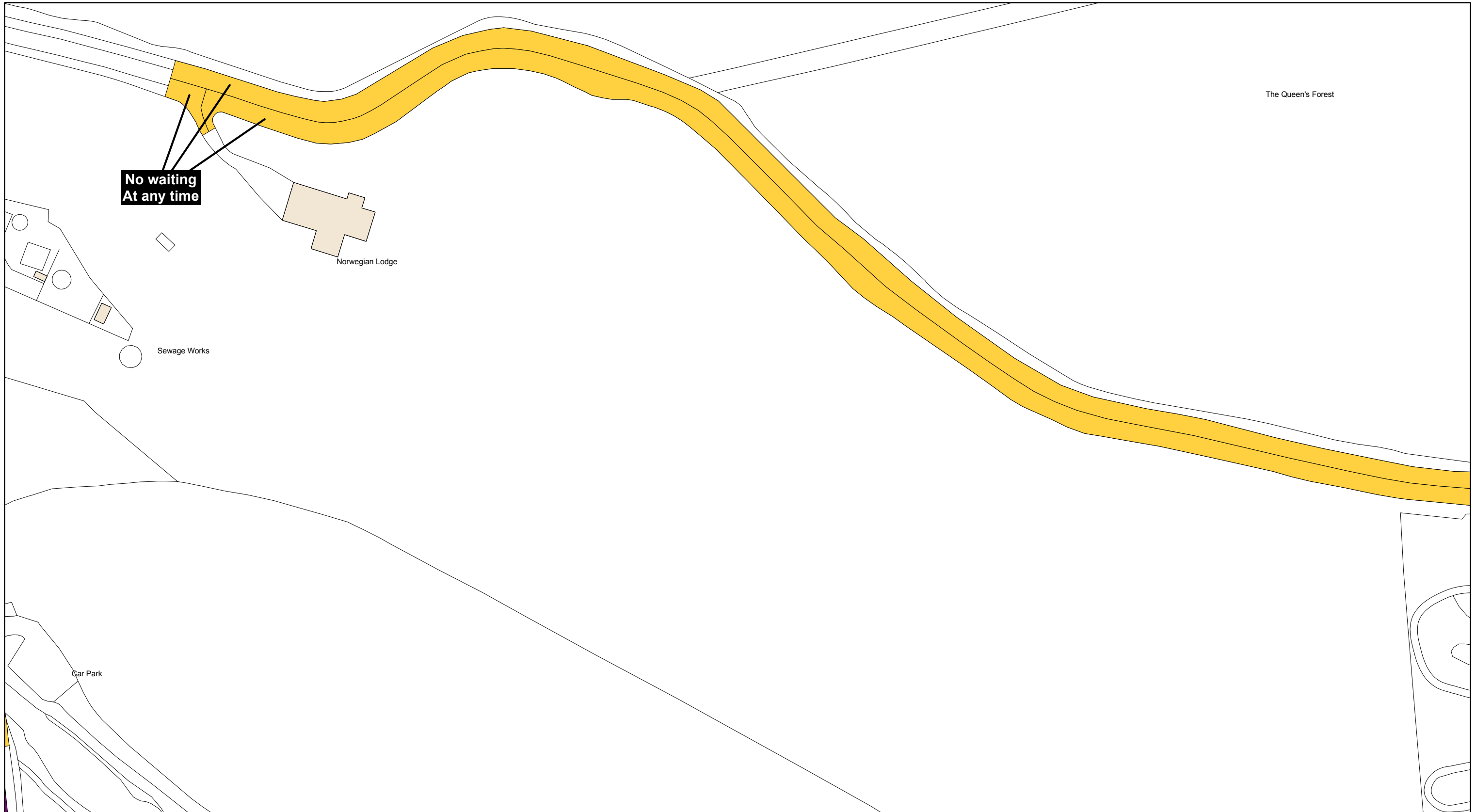
**The Highland Council**  
**(Prohibition and Restriction of**  
**Waiting and Loading and Parking Places)**  
**(Decriminalised Parking**  
**Enforcement and Consolidation)**  
**Variation Seven Glenmore Order 2023**

**Signed by Proper Officer**

Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence 100023369.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

<u>Key</u>			
Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		Miscellaneous Restrictions
			No Waiting At Any Time / No Loading At Any Time
			Bus Stop Clearway
			Zonal Restrictions (Excluding Pedestrian Zones)
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE <b>1:1,250</b>
DATE <b>19/05/2023</b>
MAP NUMBER <b>NU671</b>



The Highland Council  
 Headquarters  
 Glenurquhart Rd  
 Inverness  
 IV35NX

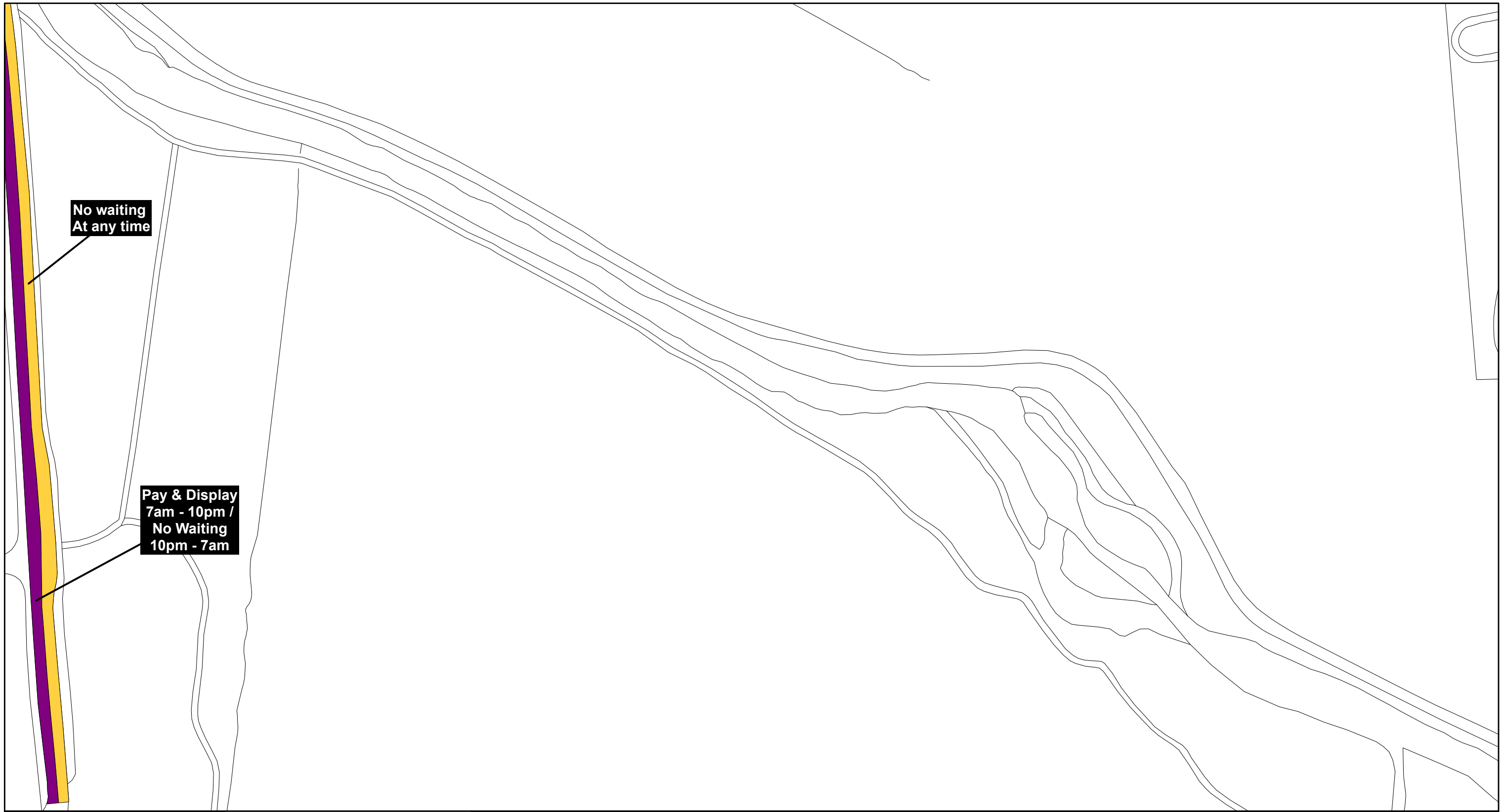
**The Highland Council**  
 (Prohibition and Restriction of  
 Waiting and Loading and Parking Places)  
 (Decriminalised Parking  
 Enforcement and Consolidation)  
 Variation Seven Glenmore Order 2023

**Signed by Proper Officer**

Reproduced by permission of Ordnance Survey on behalf of HMSO  
 © Crown copyright and database right 2023. All rights reserved.  
 Ordnance Survey licence 100023369.  
 This plan has been produced specifically to supply an individual  
 with value added Local Authority information.  
 Unauthorised reproduction infringes Crown Copyright  
 and may lead to prosecution or Civil Proceed

<u>Key</u>			
Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		Miscellaneous Restrictions
			Zonal Restrictions (Excluding Pedestrian Zones)
			No Waiting / No Loading
			Bus Stop Clearway
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE <b>1:1,250</b>
DATE <b>19/05/2023</b>
MAP NUMBER <b>NU672</b>



The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

The Highland Council  
(Prohibition and Restriction of  
Waiting and Loading and Parking Places)  
(Decriminalised Parking  
Enforcement and Consolidation)  
Variation Seven Glenmore Order 2023

Signed by Proper Officer

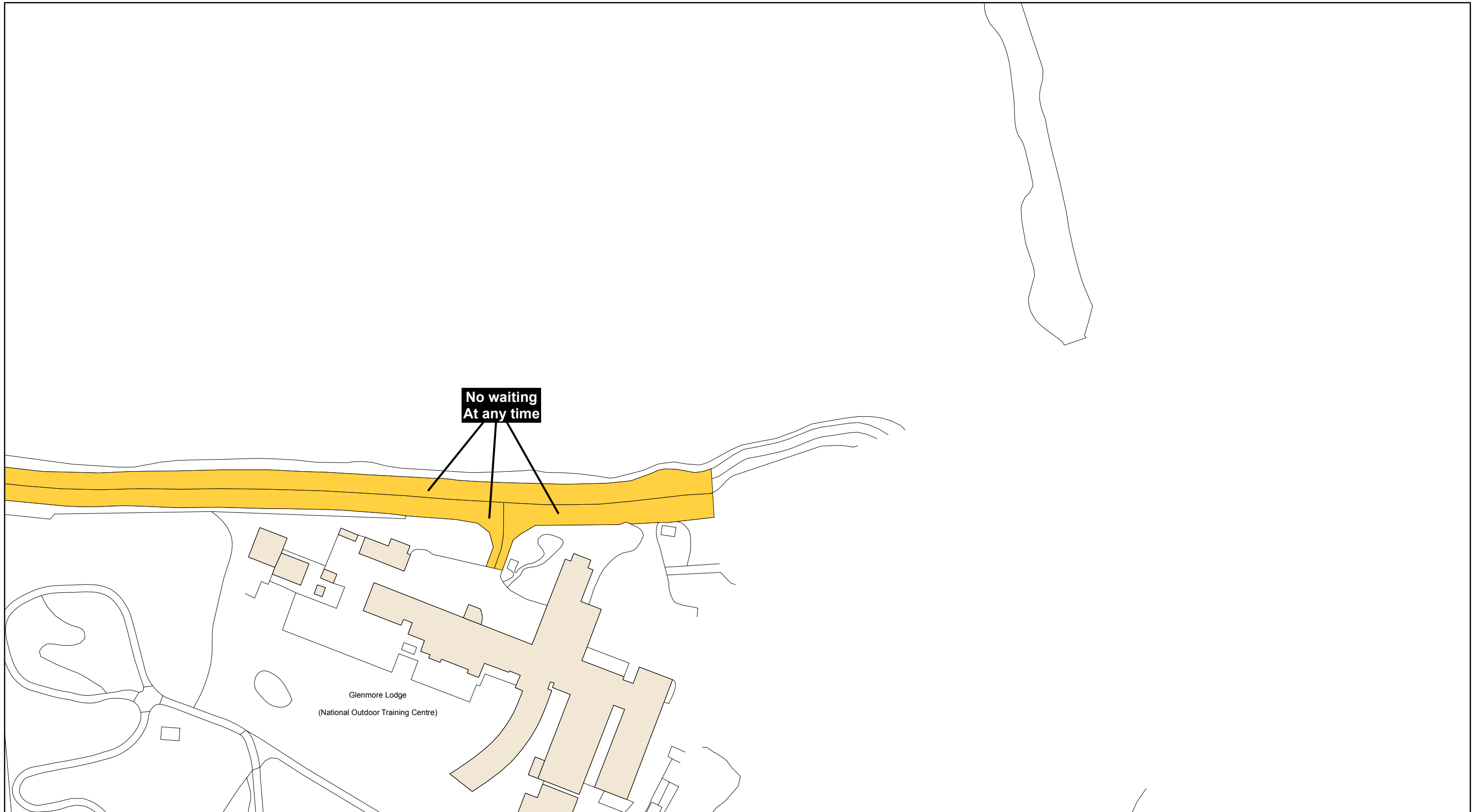
Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence AC0000849432.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

Key			
Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		No Waiting At Any Time / No Loading At Any Time
			Bus Stop Clearway
			Miscellaneous Restrictions
			Zonal Restrictions (Excluding Pedestrian Zones)
			No Waiting / No Loading
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE  
**1:1,250**

DATE  
**19/05/2023**

MAP NUMBER  
**NU673**



The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

**The Highland Council**  
**(Prohibition and Restriction of**  
**Waiting and Loading and Parking Places)**  
**(Decriminalised Parking**  
**Enforcement and Consolidation)**  
**Variation Seven Glenmore Order 2023**

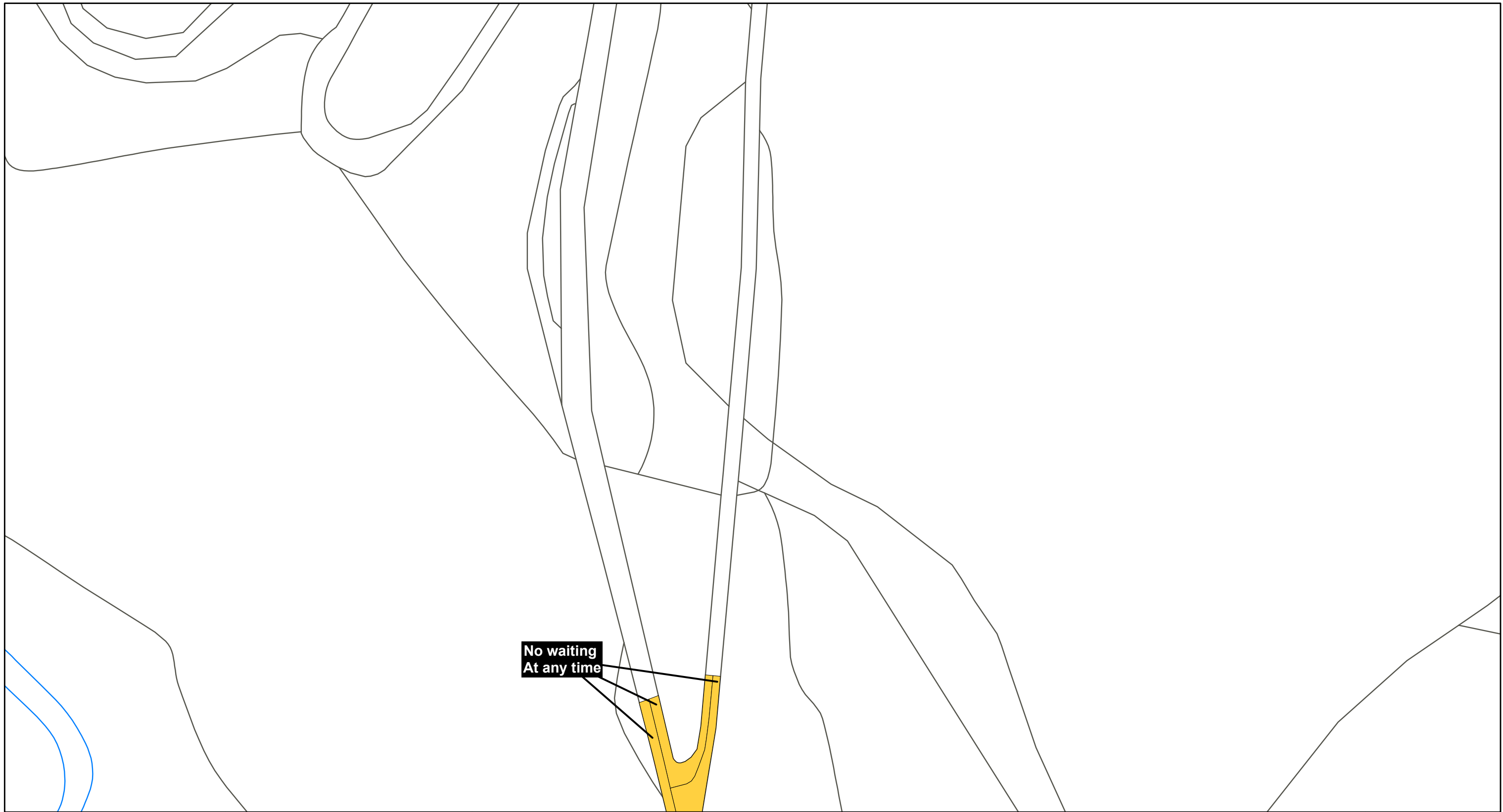
**Signed by Proper Officer**

Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence 100023369.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

<b>Key</b>			
<b>Shade</b>	<b>Restriction</b>	<b>Shade</b>	<b>Restriction</b>
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		Miscellaneous Restrictions
			Zonal Restrictions (Excluding Pedestrian Zones)
			No Waiting / No Loading
			Bus Stop Clearway
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE <b>1:1,250</b>
DATE <b>19/05/2023</b>
MAP NUMBER <b>NV672</b>





No waiting  
At any time



The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

The Highland Council  
(Prohibition and Restriction of  
Waiting and Loading and Parking Places)  
(Decriminalised Parking  
Enforcement and Consolidation)  
Variation Seven Glenmore Order 2023

Signed by Proper Officer

Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence AC0000849432.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

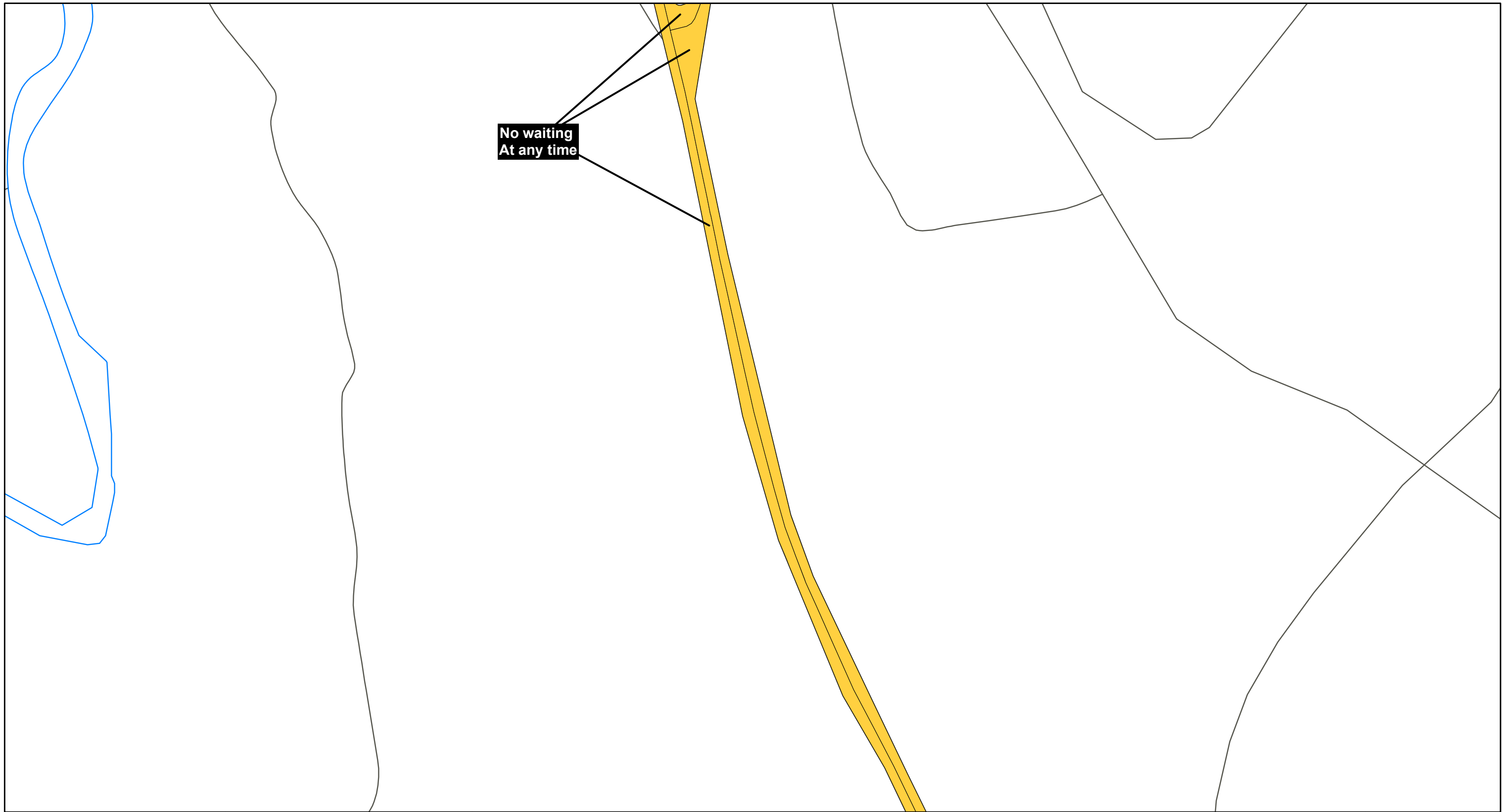
**Key**

Shade Restriction	Shade Restriction	Shade Restriction	Shade Restriction
No Waiting At Any Time	No Waiting At Any Time / No Loading	No Waiting At Any Time / No Loading At Any Time	No Waiting / No Loading
No Waiting	Loading Restrictions	Bus Stop Clearway	Pay And Display
Permit Holders Only	Limited Waiting	Miscellaneous Restrictions	Disabled Badge Holders Only
No Stopping On Main Carriageway	No Stopping At Any time On Verge Or Footway	Zonal Restrictions (Excluding Pedestrian Zones)	Pedestrian Zones
No Stopping At Any Time			

SCALE  
**1:1,250**

DATE  
**04/08/2023**

MAP NUMBER  
**NV682**



No waiting  
At any time

**Key**

Shade Restriction	Shade Restriction	Shade Restriction	Shade Restriction
No Waiting At Any Time	No Waiting At Any Time / No Loading	No Waiting At Any Time / No Loading At Any Time	No Waiting / No Loading
No Waiting	Loading Restrictions	Bus Stop Clearway	Pay And Display
Permit Holders Only	Limited Waiting	Miscellaneous Restrictions	Disabled Badge Holders Only
No Stopping On Main Carriageway	No Stopping At Any time On Verge Or Footway	Zonal Restrictions (Excluding Pedestrian Zones)	Pedestrian Zones
No Stopping At Any Time			



The Highland Council  
(Prohibition and Restriction of  
Waiting and Loading and Parking Places)  
(Decriminalised Parking  
Enforcement and Consolidation)  
Variation Seven Glenmore Order 2023

Signed by Proper Officer

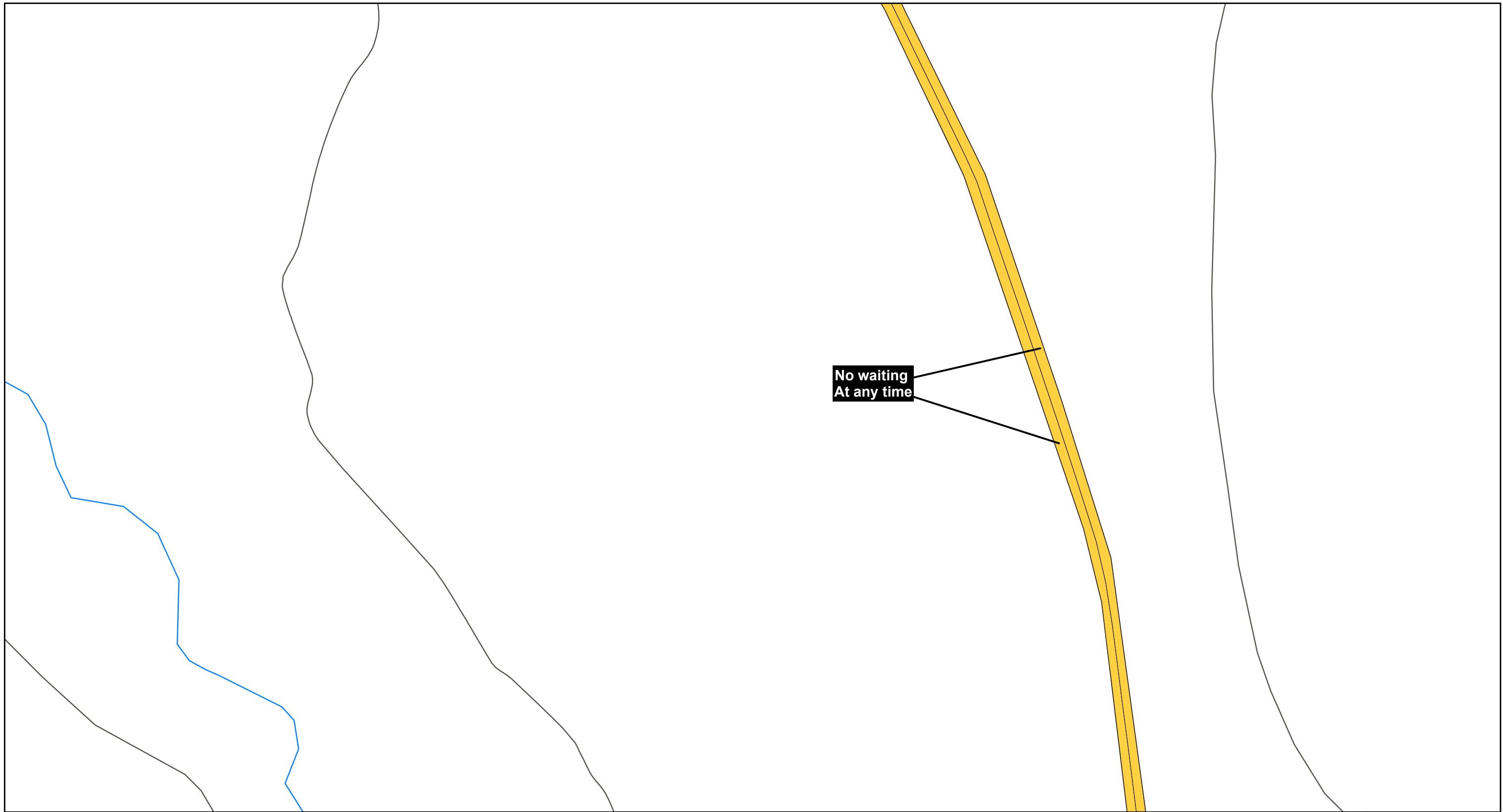
Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence AC0000849432.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

SCALE  
**1:1,250**

DATE  
**04/08/2023**

MAP NUMBER  
**NV683**



The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

The Highland Council  
(Prohibition and Restriction of  
Waiting and Loading and Parking Places)  
(Decriminalised Parking  
Enforcement and Consolidation)  
Variation Seven Glenmore Order 2023

Signed by Proper Officer

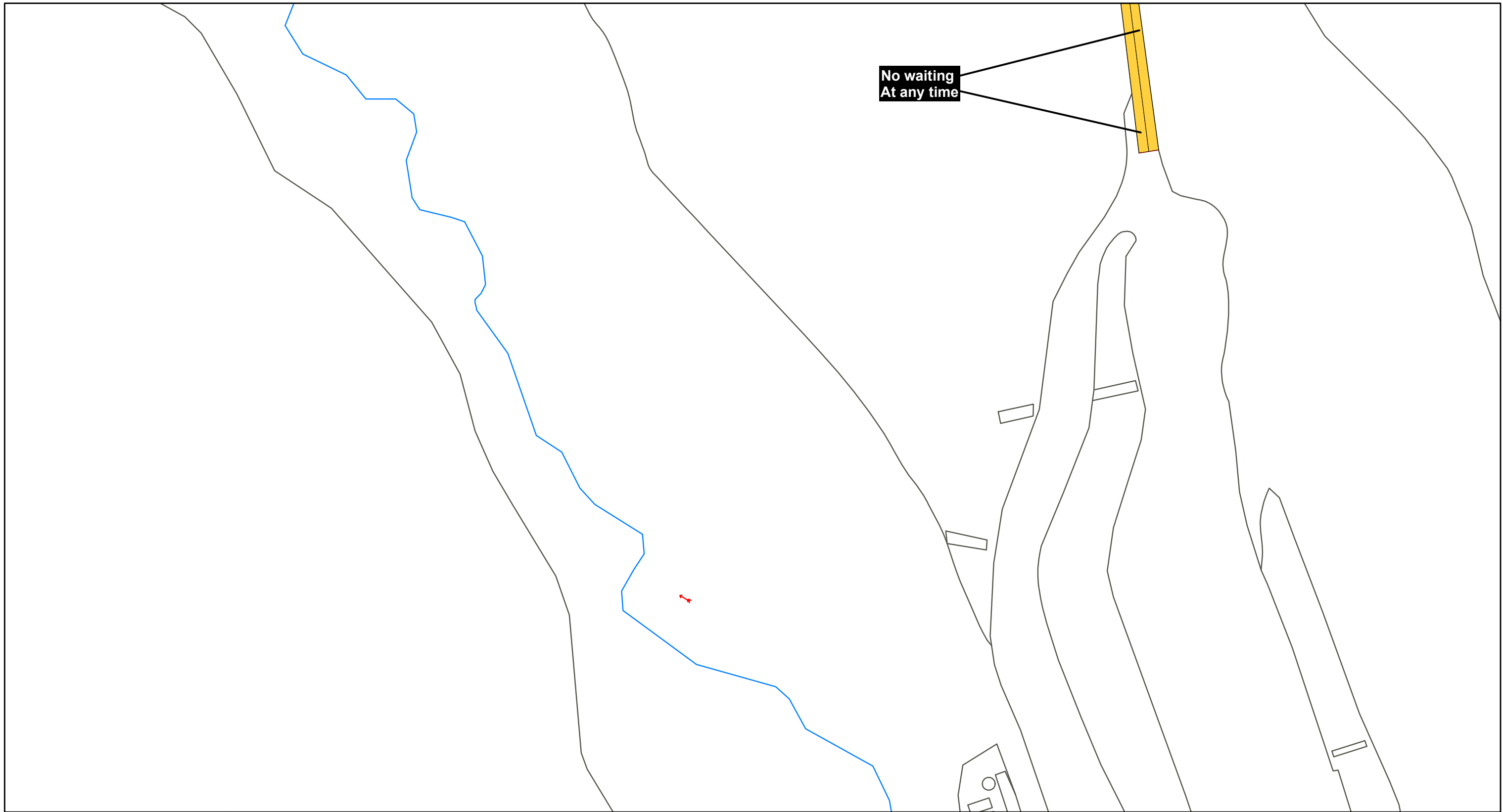
Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence AC0000849432.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

Key			
Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		Miscellaneous Restrictions
			Zonal Restrictions (Excluding Pedestrian Zones)
			No Waiting / No Loading
			Bus Stop Clearway
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE  
**1:1,250**

DATE  
**04/08/2023**

MAP NUMBER  
**NV684**



No waiting  
At any time

**Key**

Shade	Restriction	Shade	Restriction	Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading		No Waiting At Any Time / No Loading At Any Time		No Waiting / No Loading
	No Waiting		Loading Restrictions		Bus Stop Clearway		Pay And Display
	Permit Holders Only		Limited Waiting		Miscellaneous Restrictions		Disabled Badge Holders Only
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway		Zonal Restrictions (Excluding Pedestrian Zones)		Pedestrian Zones
	No Stopping At Any Time						



The Highland Council  
(Prohibition and Restriction of  
Waiting and Loading and Parking Places)  
(Decriminalised Parking  
Enforcement and Consolidation)  
Variation Seven Glenmore Order 2023

Signed by Proper Officer

Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence AC0000849432.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

SCALE  
**1:1,250**

DATE  
**04/08/2023**

MAP NUMBER  
**NV685**

# DRAFT

## ROAD TRAFFIC REGULATION ACT 1984

The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Seven Glenmore Order 2024

THE HIGHLAND COUNCIL in exercise of its powers under Sections 1(1), 2(1) to (3), 4, 19, 32, 35, 45, 46,47 and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (“the Act of 1984”) as amended and of the Road Traffic Act 1991 (“the 1991 Act”) 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 Act of 1984, hereby proposes the following Order.

1. This Order shall come into operation on the xx xxx 2024 and may be cited as “The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Seven Glenmore 2024”
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 Act of 1984 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.

# DRAFT

5. The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Order 2016 as amended (hereinafter referred to as the “Principal Order”) is hereby varied as follows: (i) the plans specified in Schedule 1 to this Order are inserted therefor and hereby added and incorporated into schedule 1 to the Principal Order, (ii) the tariffs specified in Schedule 2 to this Order are inserted therefore and hereby added and incorporated in schedule 4 table 4.1 to the Principal Order.

This Order and the 2 schedules annexed hereto are sealed with the Common Seal of The Highland Council and signed for them and on their behalf at Dingwall on xx xxx 2024 by Shona Ann Pottinger, Solicitor and Proper Officer.

# DRAFT

This is the Schedule 1 referred to in the foregoing The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Seven Glenmore Order 2024

## SCHEDULE 1

The On Street Plans attached with the following Map Numbers thereon are added and incorporated into schedule 1 to The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Order 2016

NP671 NP672 NQ671 NR670 NR671 NS670 NS671 NT671 NT672 NT673 NU671  
NU672 NU673 NV672 NV682 NV683 NV684 NV685

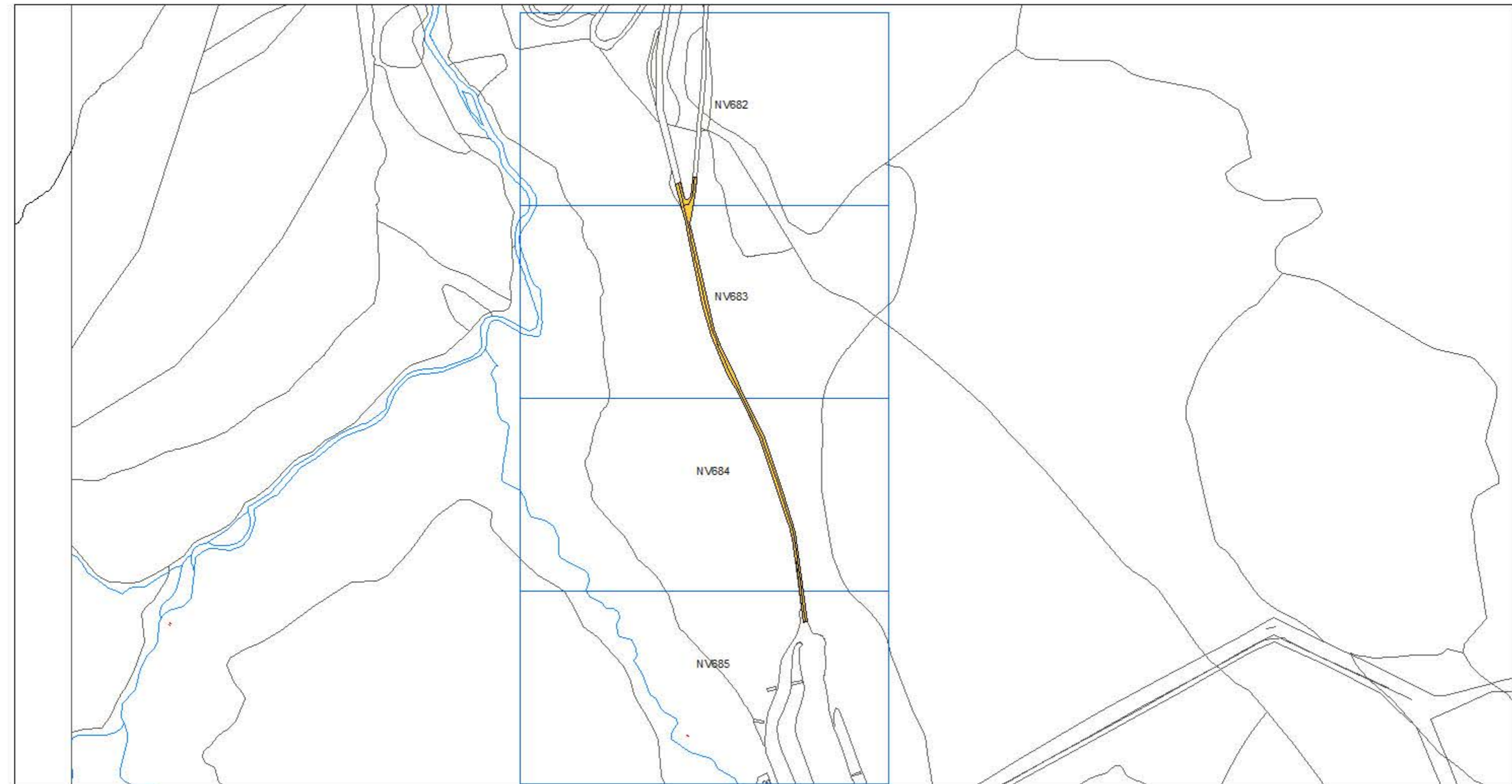
This is the Schedule 2 referred to in the foregoing The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Seven Glenmore Order 2023

## SCHEDULE 2

The Tariffs thereon are added and incorporated into schedule 4, table 4.1 to The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Order 2016 as amended

<b>On Street Parking</b>		
<b>Parking Bay locations</b>	<b>Times</b>	<b>Scale of Charges</b>
C1126 Glenmore Road, between the Reindeer Centre Junction and the Hayfield Car Park	24 Hours 1 <sup>st</sup> March to 31 <sup>st</sup> October	3 hour - £3.00 6 hours - £4.00 24 hours - £5.00 Per day - £5.00

# Glenmore 2023 Overview







The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

**The Highland Council**  
**(Prohibition and Restriction of**  
**Waiting and Loading and Parking Places)**  
**(Decriminalised Parking**  
**Enforcement and Consolidation)**  
**Variation Seven Glenmore Order 2023**

**Signed by Proper Officer**

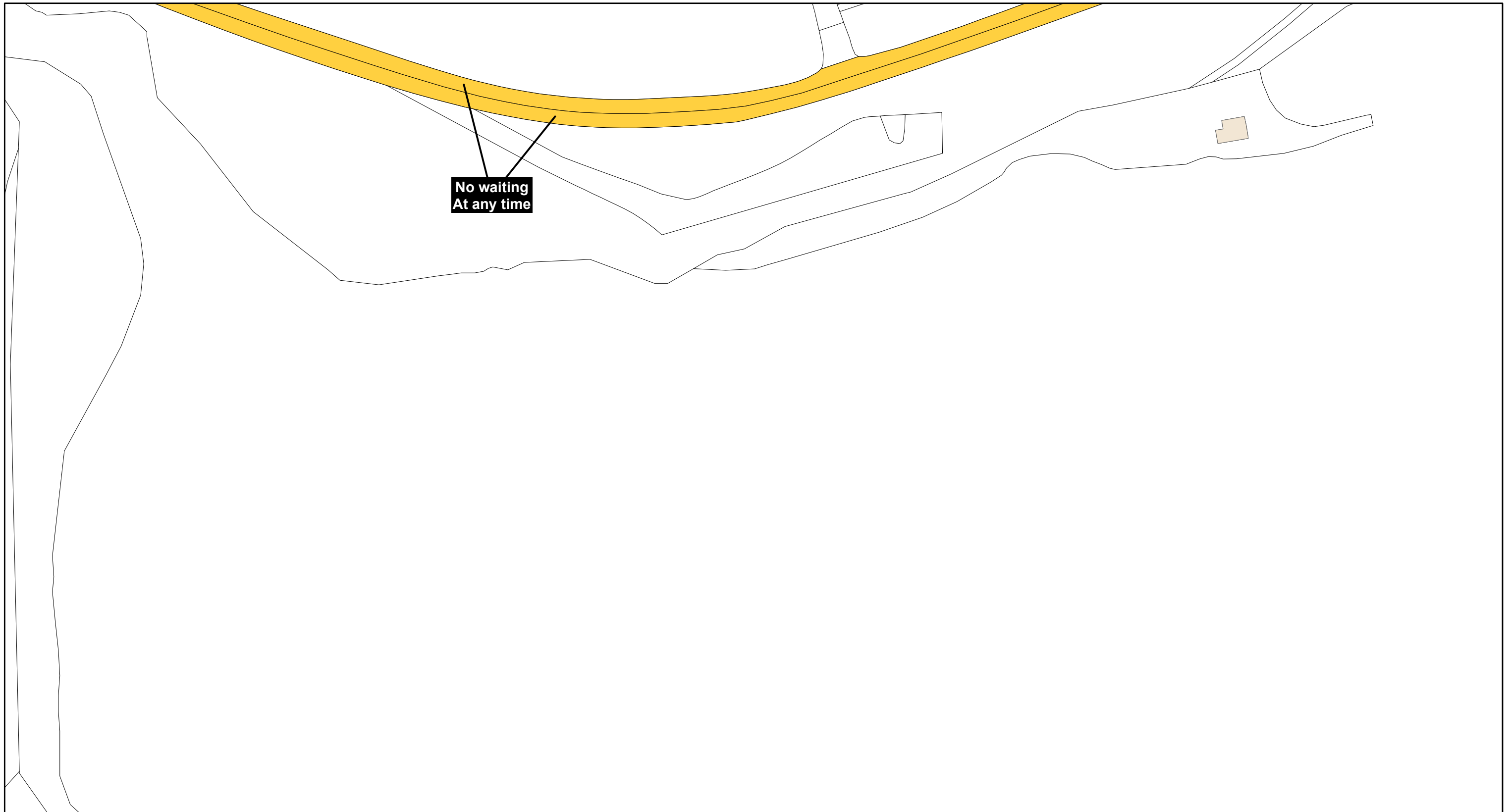
Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence AC0000849432.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

<u>Key</u>			
Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		No Waiting At Any Time / No Loading At Any Time
			Bus Stop Clearway
			Miscellaneous Restrictions
			Zonal Restrictions (Excluding Pedestrian Zones)
			No Waiting / No Loading
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE  
**1:1,250**

DATE  
**04/08/2023**

MAP NUMBER  
**NP671**



The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

The Highland Council  
(Prohibition and Restriction of  
Waiting and Loading and Parking Places)  
(Decriminalised Parking  
Enforcement and Consolidation)  
Variation Seven Glenmore Order 2023

Signed by Proper Officer

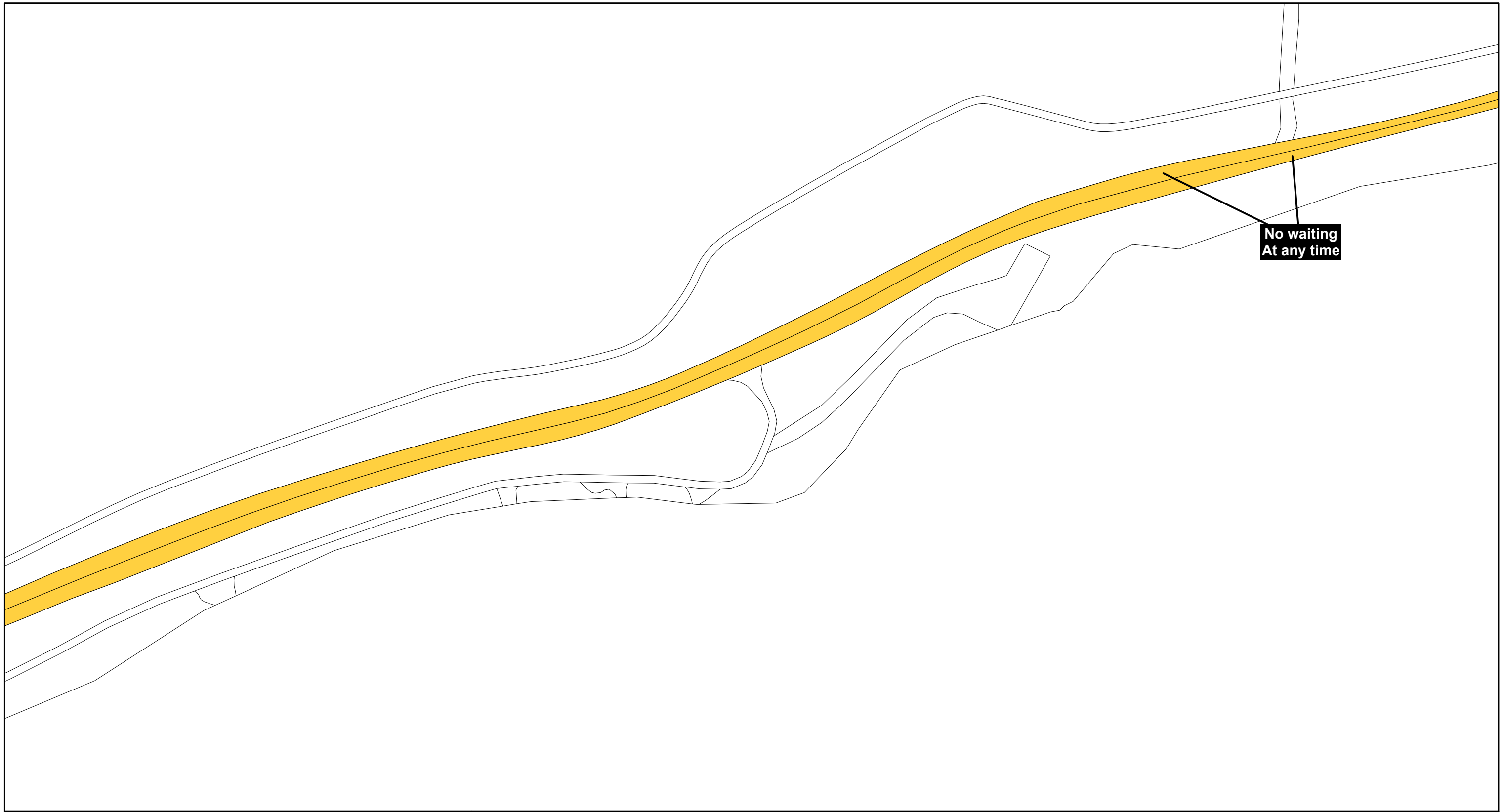
Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence AC0000849432.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

<u>Key</u>			
Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		No Waiting At Any Time / No Loading At Any Time
			Bus Stop Clearway
			Miscellaneous Restrictions
			Zonal Restrictions (Excluding Pedestrian Zones)
			No Waiting / No Loading
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE  
**1:1,250**

DATE  
**04/08/2023**

MAP NUMBER  
**NP672**



The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

The Highland Council  
(Prohibition and Restriction of  
Waiting and Loading and Parking Places)  
(Decriminalised Parking  
Enforcement and Consolidation)  
Variation Seven Glenmore Order 2023

Signed by Proper Officer

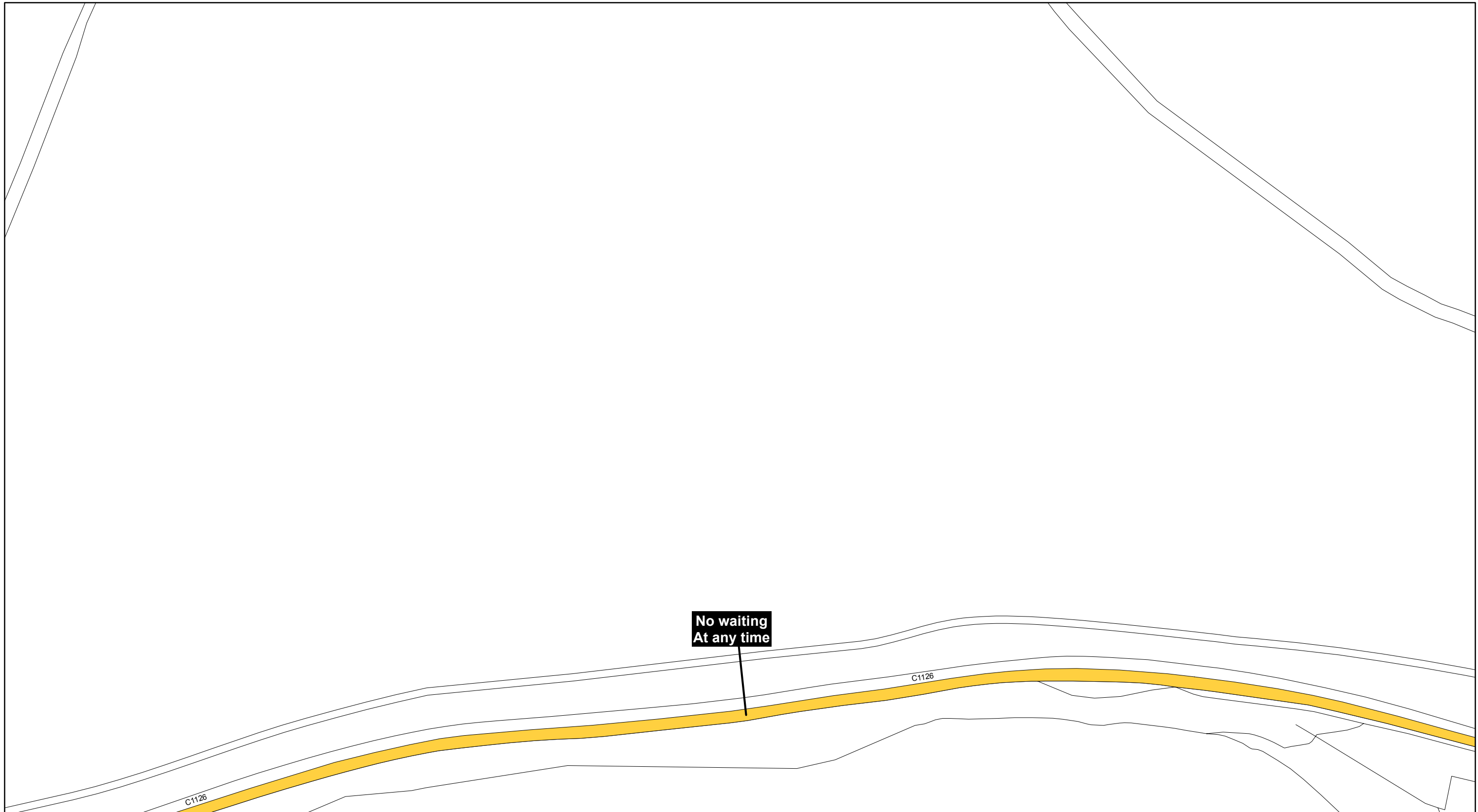
Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence AC0000849432.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

<u>Key</u>			
Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		No Waiting At Any Time / No Loading At Any Time
			Bus Stop Clearway
			Miscellaneous Restrictions
			Zonal Restrictions (Excluding Pedestrian Zones)
			No Waiting / No Loading
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE  
**1:1,250**

DATE  
**04/08/2023**

MAP NUMBER  
**NQ671**



The Highland Council  
 Headquarters  
 Glenurquhart Rd  
 Inverness  
 IV35NX

**The Highland Council**  
 (Prohibition and Restriction of  
 Waiting and Loading and Parking Places)  
 (Decriminalised Parking  
 Enforcement and Consolidation)  
 Variation Seven Glenmore Order 2023

Signed by Proper Officer

Reproduced by permission of Ordnance Survey on behalf of HMSO  
 © Crown copyright and database right 2023. All rights reserved.  
 Ordnance Survey licence 100023369.  
 This plan has been produced specifically to supply an individual  
 with value added Local Authority information.  
 Unauthorised reproduction infringes Crown Copyright  
 and may lead to prosecution or Civil Proceed

Key			
Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		Miscellaneous Restrictions
			Zonal Restrictions (Excluding Pedestrian Zones)
			No Waiting / No Loading
			Bus Stop Clearway
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE  
**1:1,250**

DATE  
**19/05/2023**

MAP NUMBER  
**NR670**



The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

**The Highland Council**  
**(Prohibition and Restriction of**  
**Waiting and Loading and Parking Places)**  
**(Decriminalised Parking**  
**Enforcement and Consolidation)**  
**Variation Seven Glenmore Order 2023**

**Signed by Proper Officer**

Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence 100023369.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

<u>Key</u>			
Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		Miscellaneous Restrictions
			Zonal Restrictions (Excluding Pedestrian Zones)
			Bus Stop Clearway
			No Waiting At Any Time / No Loading At Any Time
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE <b>1:1,250</b>
DATE <b>19/05/2023</b>
MAP NUMBER <b>NR671</b>



The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

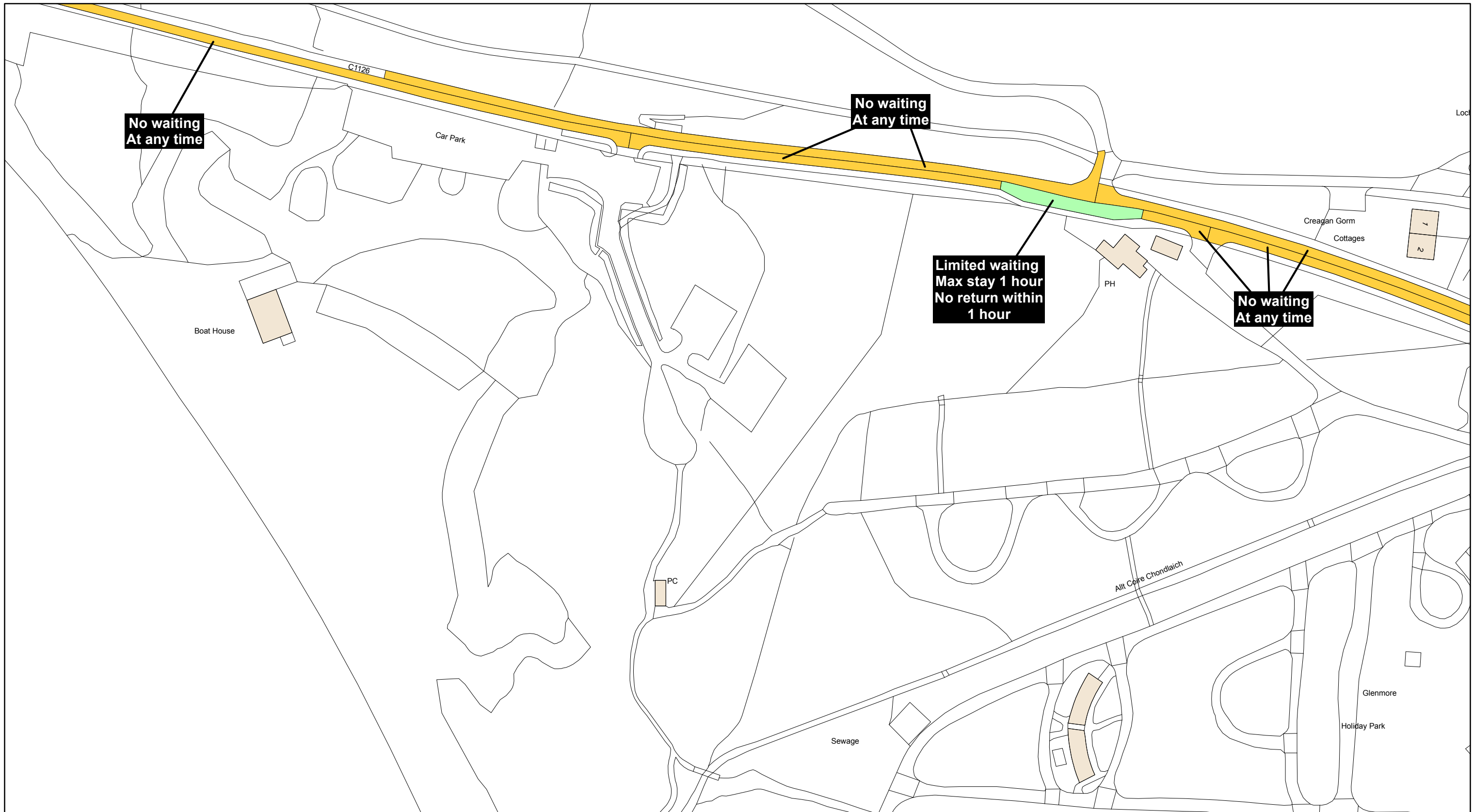
**The Highland Council**  
**(Prohibition and Restriction of**  
**Waiting and Loading and Parking Places)**  
**(Decriminalised Parking**  
**Enforcement and Consolidation)**  
**Variation Seven Glenmore Order 2023**

**Signed by Proper Officer**

Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence 100023369.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

<u>Key</u>			
Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		Miscellaneous Restrictions
			Zonal Restrictions (Excluding Pedestrian Zones)
			No Waiting / No Loading
			Bus Stop Clearway
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE <b>1:1,250</b>
DATE <b>19/05/2023</b>
MAP NUMBER <b>NS670</b>



The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

**The Highland Council**  
**(Prohibition and Restriction of**  
**Waiting and Loading and Parking Places)**  
**(Decriminalised Parking**  
**Enforcement and Consolidation)**  
**Variation Seven Glenmore Order 2023**

**Signed by Proper Officer**

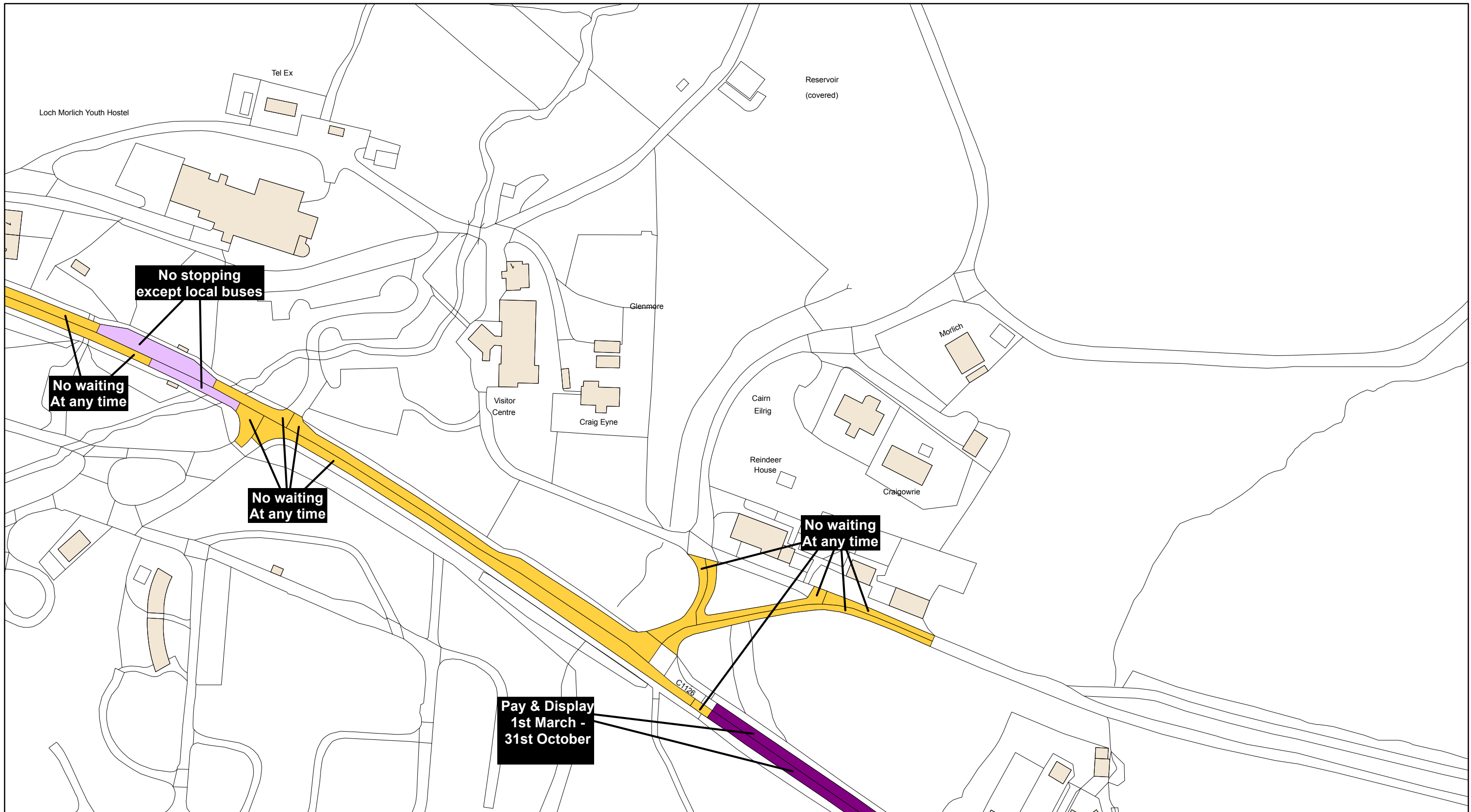
Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence 100023369.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

<b>Key</b>			
Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		Miscellaneous Restrictions
			Zonal Restrictions (Excluding Pedestrian Zones)
	No Waiting / No Loading		Bus Stop Clearway
	Pay And Display		Disabled Badge Holders Only
			Pedestrian Zones

SCALE  
**1:1,250**

DATE  
**19/05/2023**

MAP NUMBER  
**NS671**



The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

**The Highland Council**  
**(Prohibition and Restriction of**  
**Waiting and Loading and Parking Places)**  
**(Decriminalised Parking**  
**Enforcement and Consolidation)**  
**Variation Seven Glenmore Order 2023**

Signed by Proper Officer

Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence 100023369.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

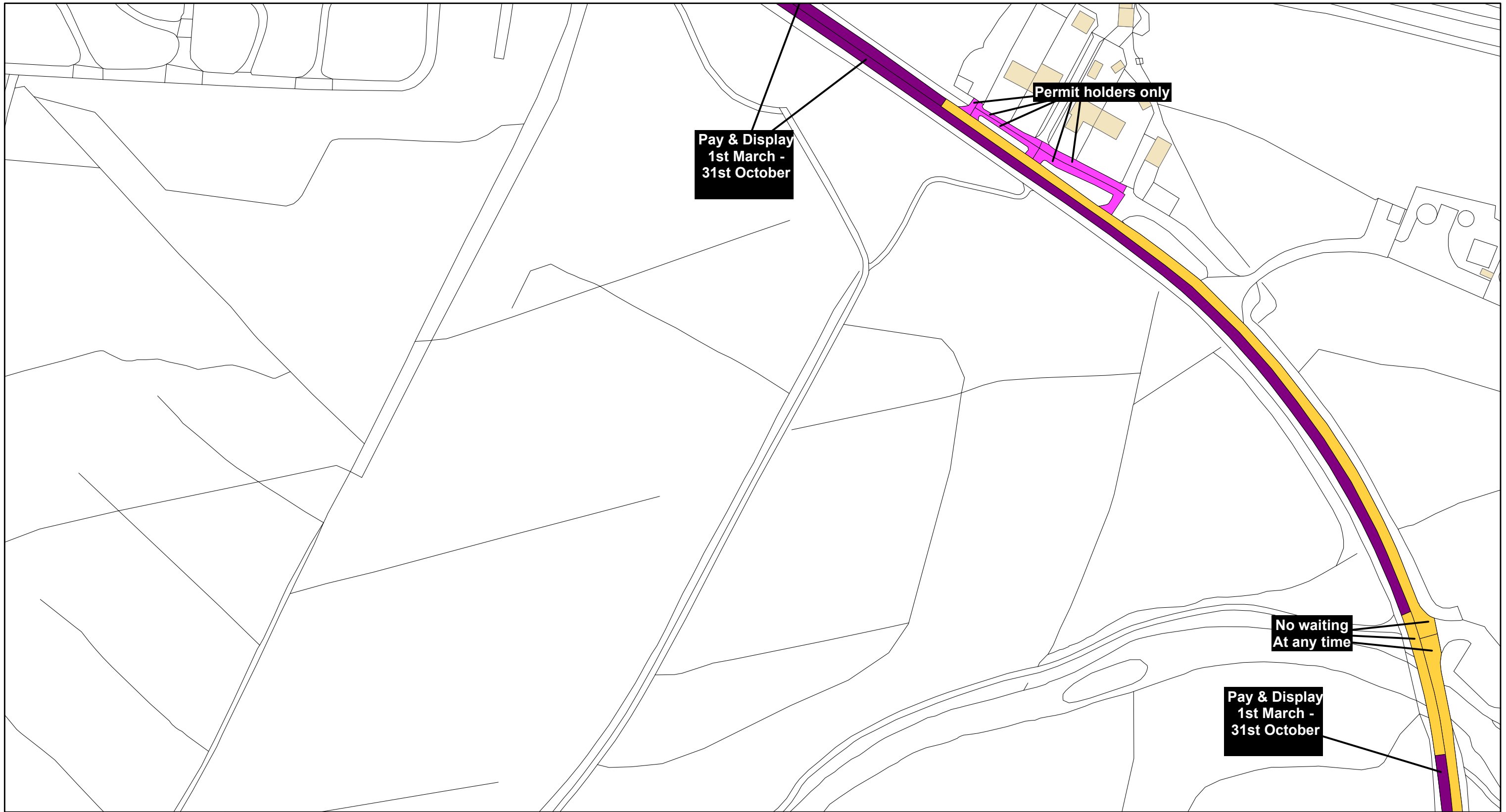
Key			
Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		Miscellaneous Restrictions
			Zonal Restrictions (Excluding Pedestrian Zones)
			No Waiting / No Loading
			Bus Stop Clearway
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE  
**1:1,250**

DATE  
**19/05/2023**

MAP NUMBER  
**NT671**





The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

The Highland Council  
(Prohibition and Restriction of  
Waiting and Loading and Parking Places)  
(Decriminalised Parking  
Enforcement and Consolidation)  
Variation Seven Glenmore Order 2023

Signed by Proper Officer  
Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence AC0000849432.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

Key			
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		Miscellaneous Restrictions
			Zonal Restrictions (Excluding Pedestrian Zones)
			No Waiting / No Loading
			Bus Stop Clearway
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE  
**1:1,250**

DATE  
**19/05/2023**

MAP NUMBER  
**NT672**



**Pay & Display  
1st March -  
31st October**

Picnic Site

C1128



The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

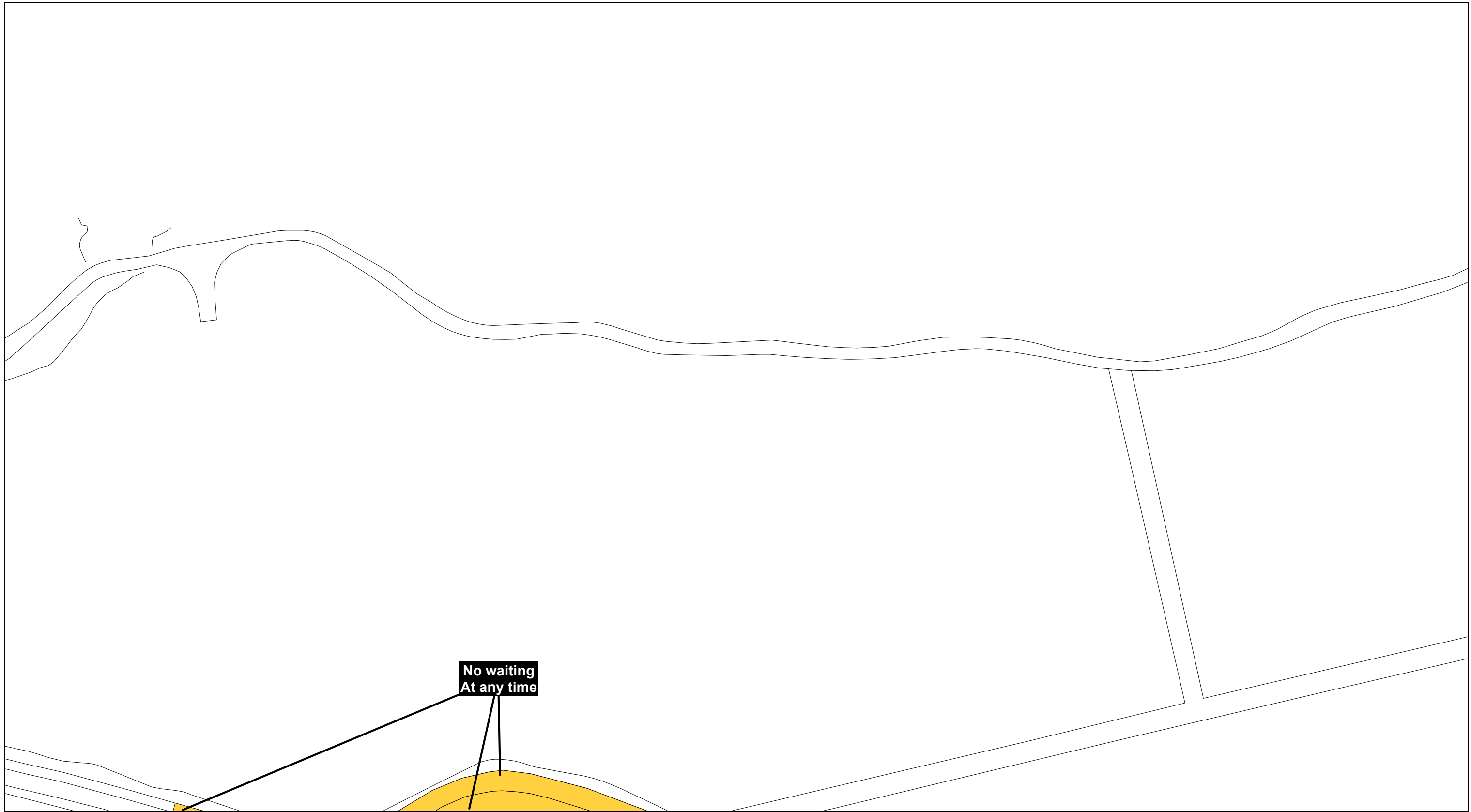
**The Highland Council  
(Prohibition and Restriction of  
Waiting and Loading and Parking Places)  
(Decriminalised Parking  
Enforcement and Consolidation)  
Variation Seven Glenmore Order 2023**

**Signed by Proper Officer**

Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence 100023369.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

<b>Key</b>			
Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		Miscellaneous Restrictions
			No Waiting At Any Time / No Loading At Any Time
			Bus Stop Clearway
			Zonal Restrictions (Excluding Pedestrian Zones)
			No Waiting / No Loading
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE <b>1:1,250</b>
DATE <b>19/05/2023</b>
MAP NUMBER <b>NT673</b>



The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

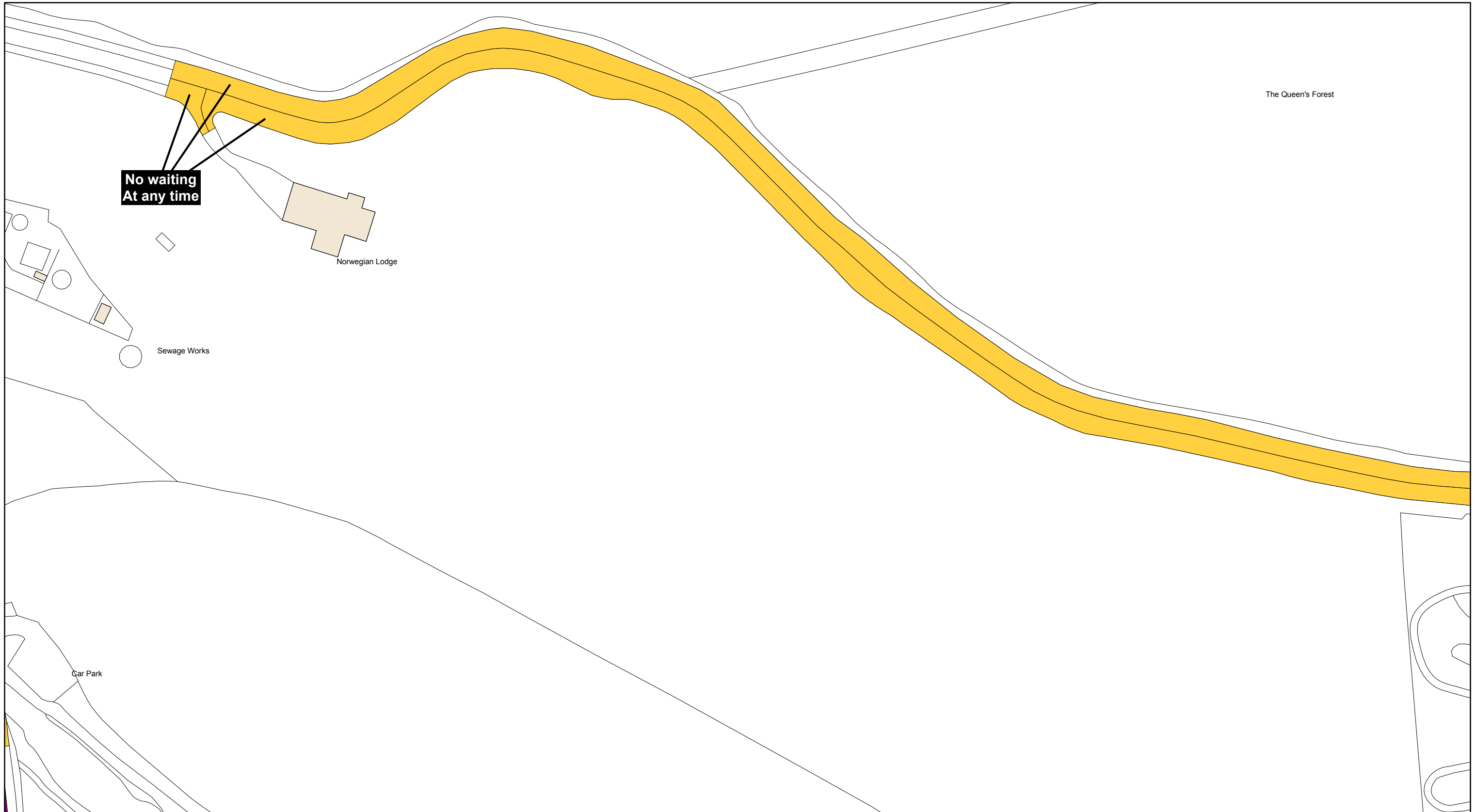
**The Highland Council**  
**(Prohibition and Restriction of**  
**Waiting and Loading and Parking Places)**  
**(Decriminalised Parking**  
**Enforcement and Consolidation)**  
**Variation Seven Glenmore Order 2023**

**Signed by Proper Officer**

Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence 100023369.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

<u>Key</u>			
Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		Miscellaneous Restrictions
			No Waiting At Any Time / No Loading At Any Time
			Bus Stop Clearway
			Zonal Restrictions (Excluding Pedestrian Zones)
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE <b>1:1,250</b>
DATE <b>19/05/2023</b>
MAP NUMBER <b>NU671</b>



The Highland Council  
 Headquarters  
 Glenurquhart Rd  
 Inverness  
 IV35NX

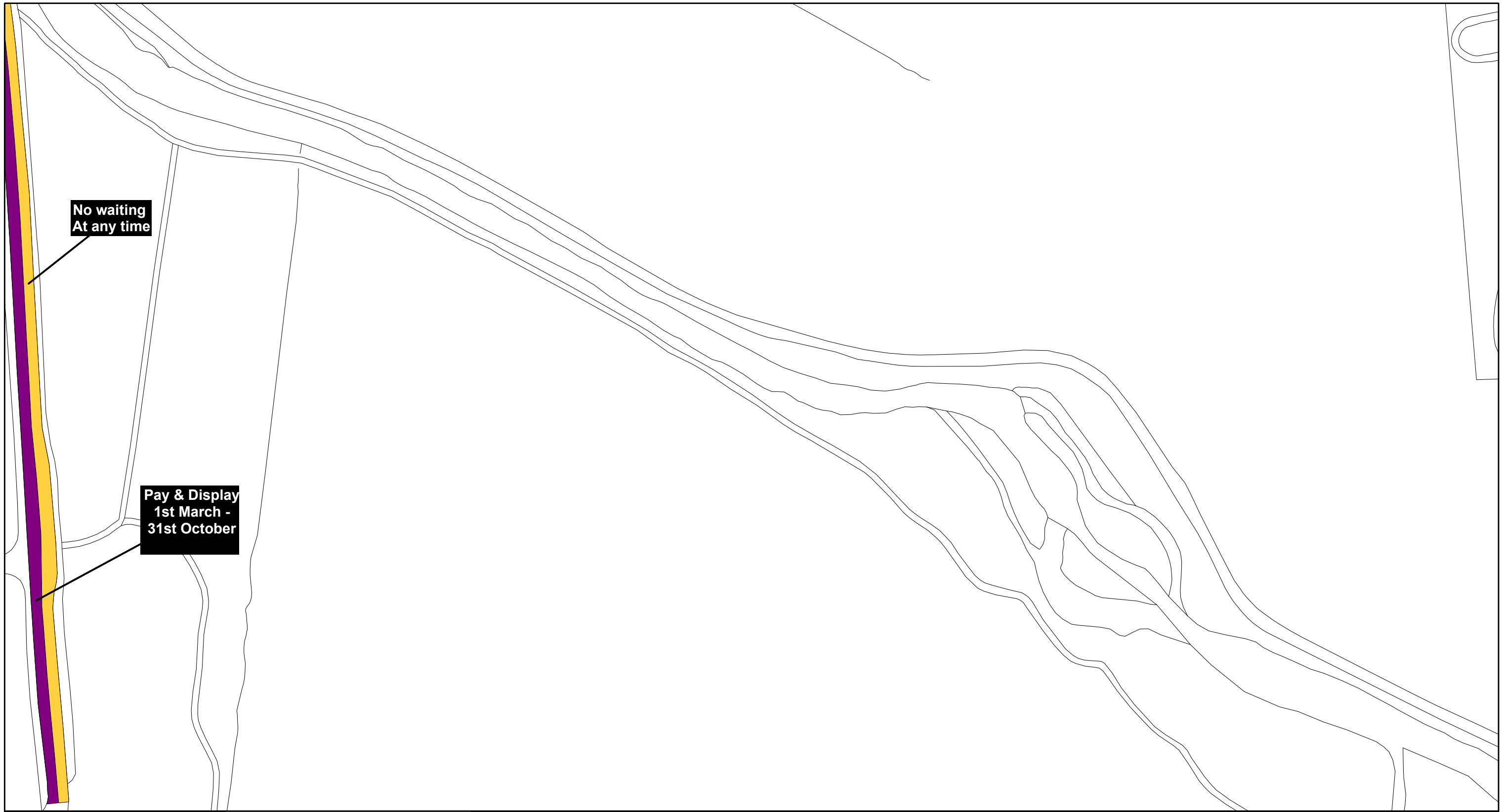
**The Highland Council  
 (Prohibition and Restriction of  
 Waiting and Loading and Parking Places)  
 (Decriminalised Parking  
 Enforcement and Consolidation)  
 Variation Seven Glenmore Order 2023**

**Signed by Proper Officer**

Reproduced by permission of Ordnance Survey on behalf of HMSO  
 © Crown copyright and database right 2023. All rights reserved.  
 Ordnance Survey licence 100023369.  
 This plan has been produced specifically to supply an individual  
 with value added Local Authority information.  
 Unauthorised reproduction infringes Crown Copyright  
 and may lead to prosecution or Civil Proceed

<b>Key</b>			
Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		Miscellaneous Restrictions
			Zonal Restrictions (Excluding Pedestrian Zones)
			No Waiting / No Loading
			Bus Stop Clearway
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE <b>1:1,250</b>
DATE <b>19/05/2023</b>
MAP NUMBER <b>NU672</b>



The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

The Highland Council  
(Prohibition and Restriction of  
Waiting and Loading and Parking Places)  
(Decriminalised Parking  
Enforcement and Consolidation)  
Variation Seven Glenmore Order 2023

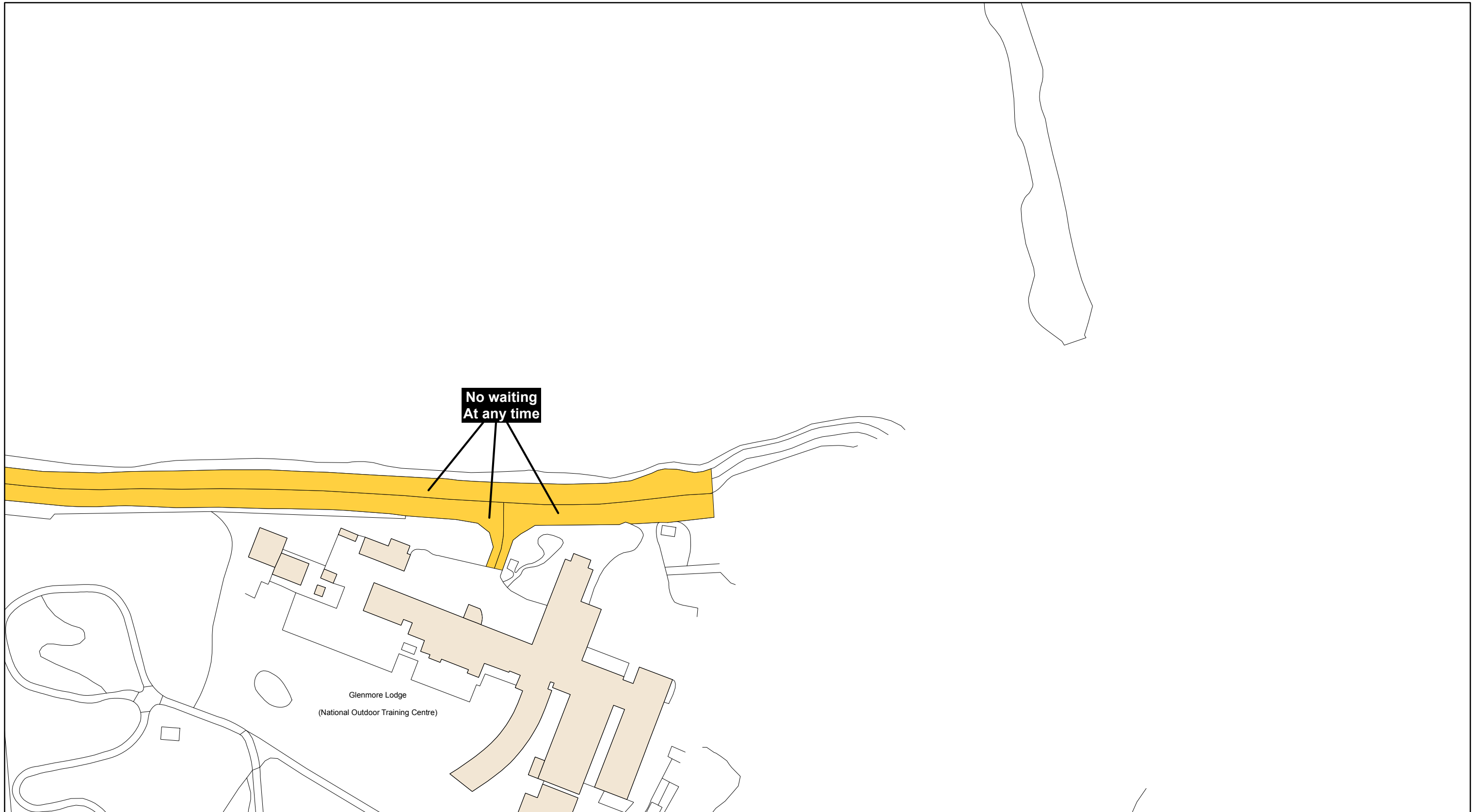
Signed by Proper Officer  
  
Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence AC0000849432.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

<u>Key</u>			
Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		No Waiting At Any Time / No Loading At Any Time
			Bus Stop Clearway
			Miscellaneous Restrictions
			Zonal Restrictions (Excluding Pedestrian Zones)
			No Waiting / No Loading
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE  
**1:1,250**

DATE  
**19/05/2023**

MAP NUMBER  
**NU673**



The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

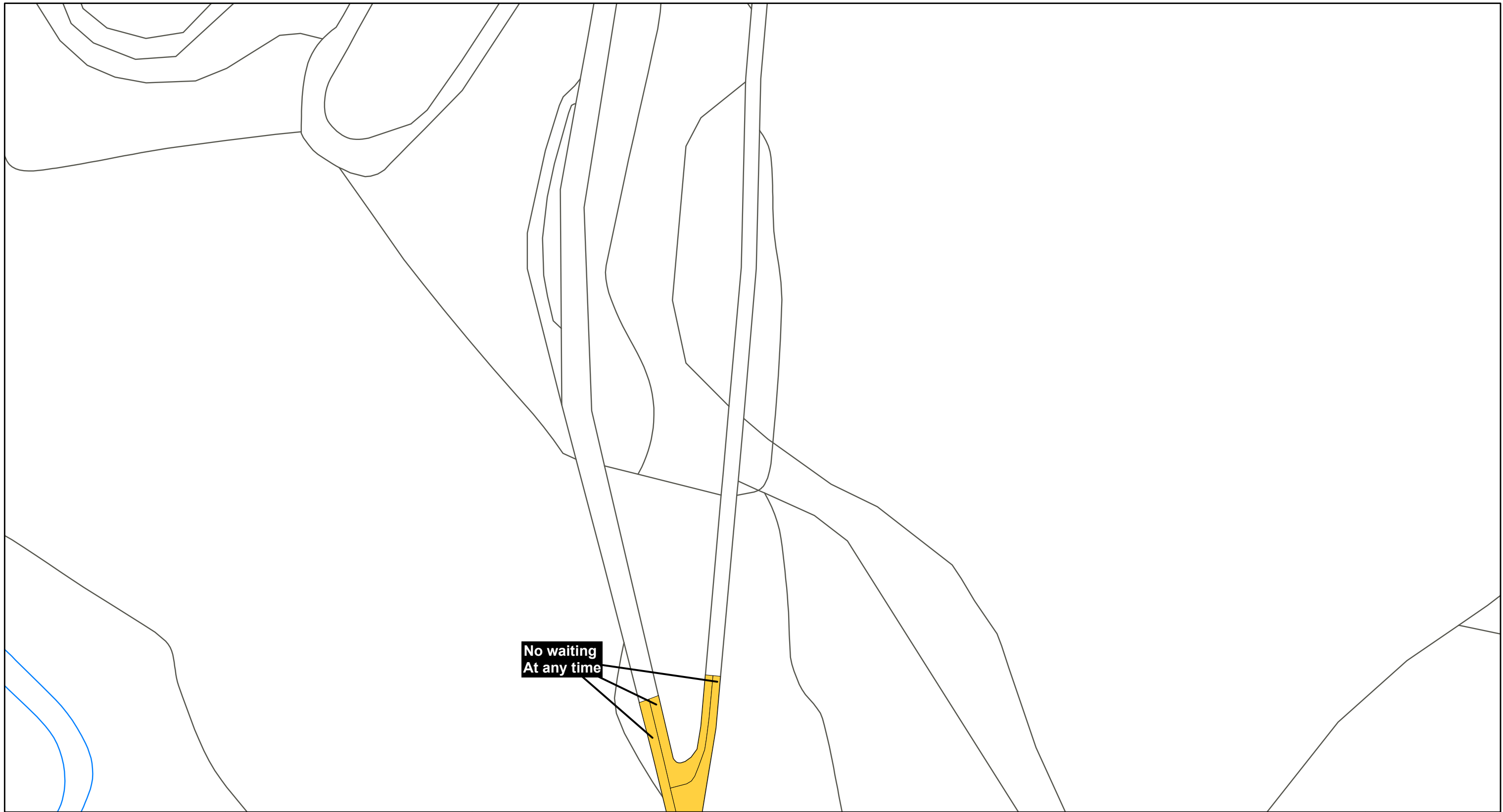
**The Highland Council**  
**(Prohibition and Restriction of**  
**Waiting and Loading and Parking Places)**  
**(Decriminalised Parking**  
**Enforcement and Consolidation)**  
**Variation Seven Glenmore Order 2023**

**Signed by Proper Officer**

Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence 100023369.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

<b>Key</b>			
Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		Miscellaneous Restrictions
			Zonal Restrictions (Excluding Pedestrian Zones)
			No Waiting / No Loading
			Bus Stop Clearway
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE <b>1:1,250</b>
DATE <b>19/05/2023</b>
MAP NUMBER <b>NV672</b>



The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

The Highland Council  
(Prohibition and Restriction of  
Waiting and Loading and Parking Places)  
(Decriminalised Parking  
Enforcement and Consolidation)  
Variation Seven Glenmore Order 2023

Signed by Proper Officer

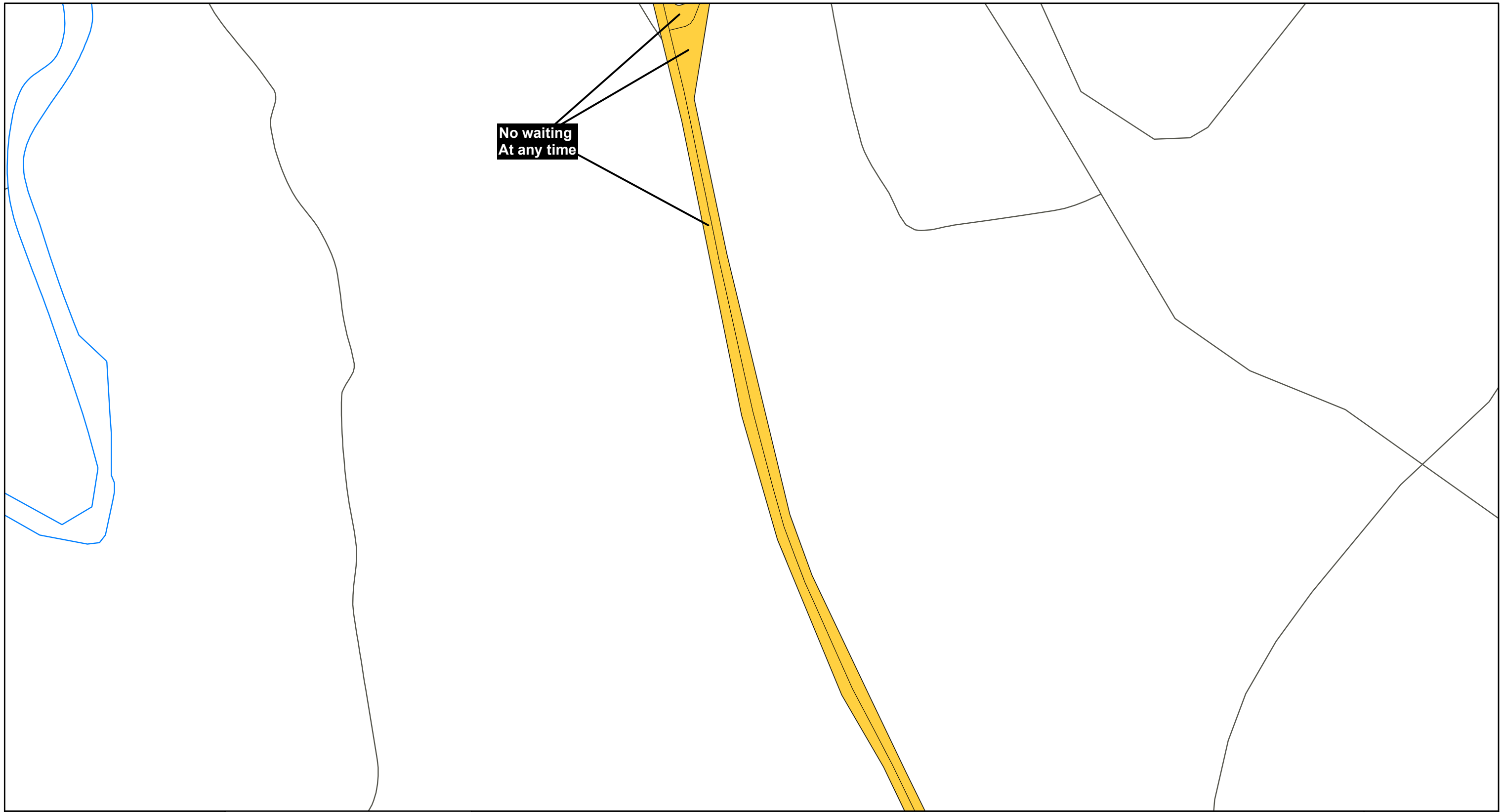
Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence AC0000849432.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

Key			
Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		No Waiting At Any Time / No Loading At Any Time
			Bus Stop Clearway
			Miscellaneous Restrictions
			Zonal Restrictions (Excluding Pedestrian Zones)
			No Waiting / No Loading
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE  
**1:1,250**

DATE  
**04/08/2023**

MAP NUMBER  
**NV682**



No waiting  
At any time

**Key**

Shade	Restriction	Shade	Restriction	Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading		No Waiting At Any Time / No Loading At Any Time		No Waiting / No Loading
	No Waiting		Loading Restrictions		Bus Stop Clearway		Pay And Display
	Permit Holders Only		Limited Waiting		Miscellaneous Restrictions		Disabled Badge Holders Only
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway		Zonal Restrictions (Excluding Pedestrian Zones)		Pedestrian Zones
	No Stopping At Any Time						



The Highland Council  
(Prohibition and Restriction of  
Waiting and Loading and Parking Places)  
(Decriminalised Parking  
Enforcement and Consolidation)  
Variation Seven Glenmore Order 2023

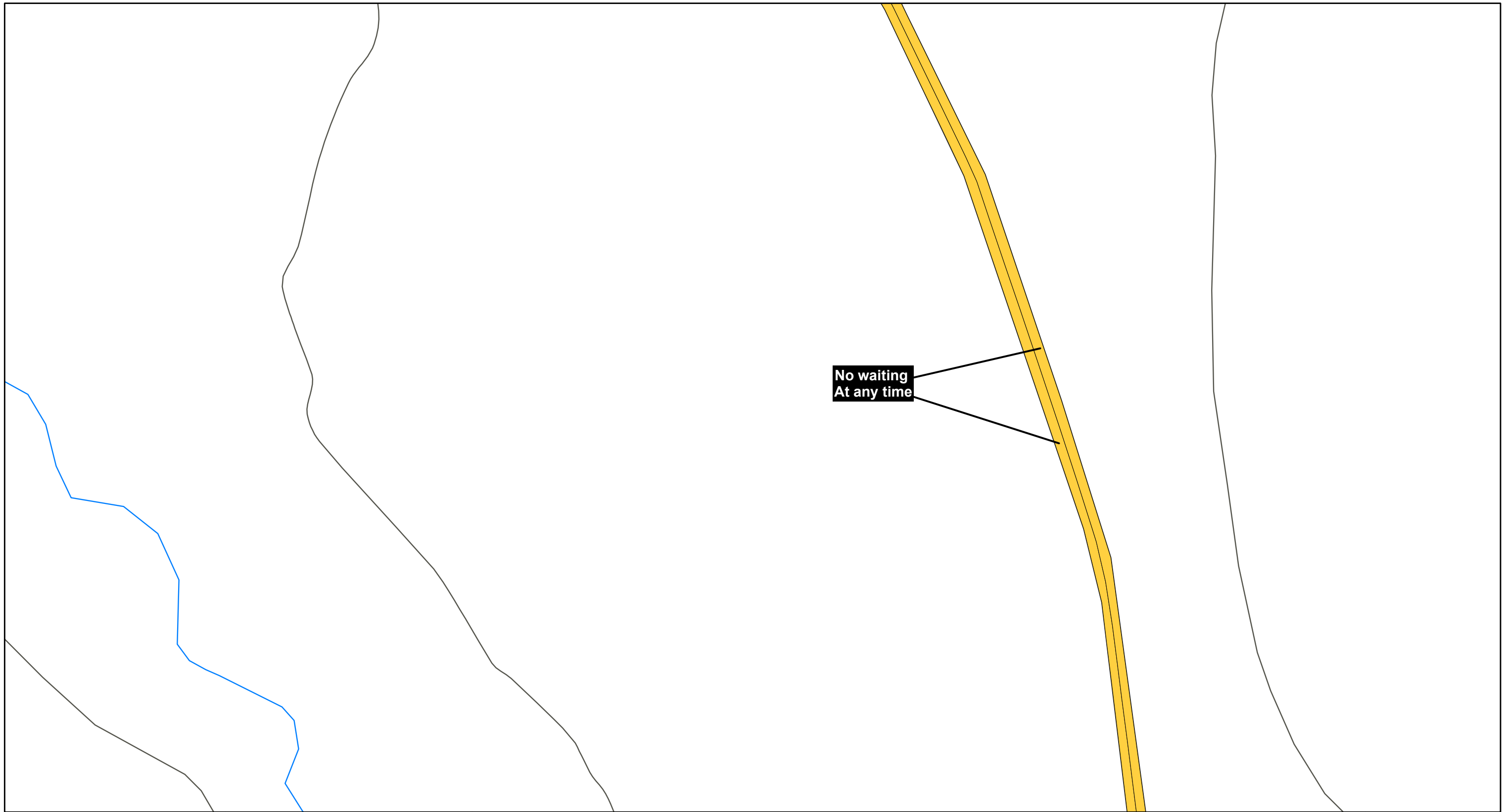
The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

Signed by Proper Officer

Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence AC0000849432.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

SCALE <b>1:1,250</b>
DATE <b>04/08/2023</b>
MAP NUMBER <b>NV683</b>





The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

The Highland Council  
(Prohibition and Restriction of  
Waiting and Loading and Parking Places)  
(Decriminalised Parking  
Enforcement and Consolidation)  
Variation Seven Glenmore Order 2023

Signed by Proper Officer

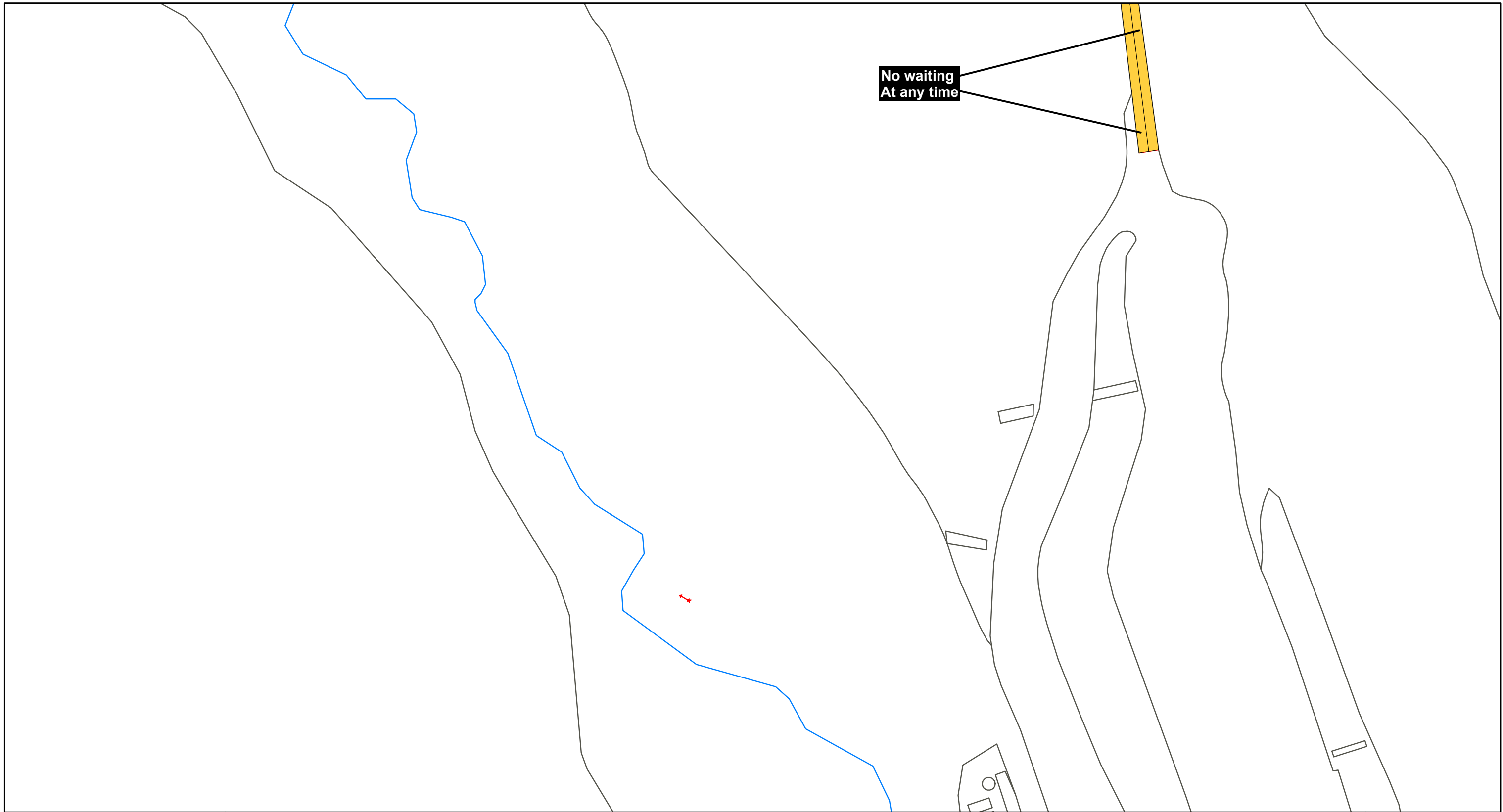
Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence AC0000849432.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

Key			
Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading
	No Waiting		Loading Restrictions
	Permit Holders Only		Limited Waiting
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway
	No Stopping At Any Time		Miscellaneous Restrictions
			Zonal Restrictions (Excluding Pedestrian Zones)
			No Waiting / No Loading
			Pay And Display
			Disabled Badge Holders Only
			Pedestrian Zones

SCALE  
**1:1,250**

DATE  
**04/08/2023**

MAP NUMBER  
**NV684**



No waiting  
At any time



The Highland Council  
Headquarters  
Glenurquhart Rd  
Inverness  
IV35NX

The Highland Council  
(Prohibition and Restriction of  
Waiting and Loading and Parking Places)  
(Decriminalised Parking  
Enforcement and Consolidation)  
Variation Seven Glenmore Order 2023

Signed by Proper Officer

Reproduced by permission of Ordnance Survey on behalf of HMSO  
© Crown copyright and database right 2023. All rights reserved.  
Ordnance Survey licence AC0000849432.  
This plan has been produced specifically to supply an individual  
with value added Local Authority information.  
Unauthorised reproduction infringes Crown Copyright  
and may lead to prosecution or Civil Proceed

**Key**

Shade	Restriction	Shade	Restriction	Shade	Restriction	Shade	Restriction
	No Waiting At Any Time		No Waiting At Any Time / No Loading		No Waiting At Any Time / No Loading At Any Time		No Waiting / No Loading
	No Waiting		Loading Restrictions		Bus Stop Clearway		Pay And Display
	Permit Holders Only		Limited Waiting		Miscellaneous Restrictions		Disabled Badge Holders Only
	No Stopping On Main Carriageway		No Stopping At Any time On Verge Or Footway		Zonal Restrictions (Excluding Pedestrian Zones)		Pedestrian Zones
	No Stopping At Any Time						

SCALE  
**1:1,250**

DATE  
**04/08/2023**

MAP NUMBER  
**NV685**

**Glenmore Outstanding Objections after engagement by officers**

– Responses to engagement in italics where any was received.

**Objector 1.**

I note the Highland Council proposals for parking restrictions and pay and display parking in the Glenmore corridor and on the road up to Coire Cas.

I agree that there should be adequate parking restrictions within certain defined areas to enable public transport to deliver and pick up passengers. Also there needs to be parking restrictions to ensure that access to homes and businesses is not restricted, including reasonable field of view to avoid accidents at such 'junctions.

With the exclusion of the areas above, I am totally opposed to (and object to) parking restrictions on the roadside as proposed and to the introduction of pay and display parking along the areas proposed. Parking should be on a first come first served basis. If Highland Council wishes to find legal ways of extending parking areas (i.e. without compromising the Caledonian forest or other areas of protected habitat), then the cost of provision and maintenance of such additional parking should be covered by a parking charge.

Regarding overnight parking, I agree that campervans should not be permitted to park in the Glenmore corridor overnight and should be encouraged to park up in supported areas. However, thought needs to be given to persons who might wish to wild camp in the area or in the surrounding mountains regarding where they might park their vehicles. It is not acceptable that such overnight parking is forced into places such as Coire Ciste or Coire Cas parking areas.

The Highland Council proposals need a total re-think.

---

*I am willing to partly withdraw my second objection on the understanding that overnight parking will not be prohibited. I am still concerned that if Highland Council decides to ignore the large number of objections to roadside parking charges, the overnight charge might prove to be a significant dis-incentive to parking overnight, resulting in an effective ban on overnight parking by simply imposing high prices. If Highland Council is still minded to impose parking charges, then the overnight parking charge should be no more than £1.*

*I wish my objection to roadside parking charges to stand. Your comment on Highland Council not having access to land suitable for additional parking is a 'smoke screen'. If Forestry Land Scotland agrees to release land for additional parking, that transfer of land should be at nil value. One branch of Government organisations should not be profiting from sale of land to another branch of Government even if that branch is a local authority. As I stated in my objection, the cost of constructing additional parking could be recovered through parking charges, and consequently it would not impact on wider council budget with the exception of a few years' cash flow.*

*I wish this addendum to my objection to be included in what is presented to the Badenoch & Strathspey Area committee.*

**Objector 3.**

I have just recently heard that there are plans in progress for addressing the parking situation at Glenmore. I understand this is much needed but I would like to object to the following suggestions that I believe are being considered.

'Charges for all on road parking in Glenmore (£2 for 1hr, £4 for 6hrs, £5 for 12hrs); Restricting parking from 7am to 10pm, max stay 12 hours'

Here are my thoughts to the above considerations -

I'm not sure on how parking charges and length of stays will be enforced or penalised or how will this be managed? I often visit residents of Glenmore - will the whole of Glenmore have to adhere to a curfew? Perhaps locals and Glenmore day staff can be issued with free parking permits.

It is not the locals that are the problem here but rather the tourists who are invited to the area, so I hope the tourists are to be targeted with parking restrictions rather than a blanket fee for all. Glenmore was selected as the Gateway to the Cairngorms by tourist board and local authorities well before the infrastructure there was considered. It is a beautiful area and it's local people, wildlife and wild spaces should absolutely be protected - but it should not be locals and residents that are then forced to pay the price for this.

I also understand that there are plans to remove the play park to pave way for more parking. This is such sad news and I think is a short-sighted fix to what is a growing problem. It is also a terrible example to our children who are growing up here - to see us remove an outdoor play space for cars. This national park should serve as a best example to our children and be a flagship on how we can do things better and on how we can live and enjoy nature - let's not pave over it all. Rather than build more parking let's try more to reduce traffic, provide regular shuttles, make it reasonable and affordable for people to travel by other means.

Parking issues are most problematic in the holidays and summer months. If this is the case perhaps seasonal changes would be more effective? Please consider solutions that run for limited periods throughout the year so that locals can continue life as normal.

**Objector 4.**

I would like to object to the proposal of the Glenmore (Aviemore) parking fees and the 12-hour maximum stay. I do realise something needs to be done with all the parking (including people camping next to the road) getting out of control being so busy and possibly introduce some kind of parking charges.

However, it's also a place where people live and work, 5 Pound a day and no overnight parking seems unfair for locals and workers in the area.

I live in Fort William myself, working two days a week at the reindeer centre.

Usually, I'll drive up on Monday and stay overnight sleeping at reindeer house in Glenmore, leaving my car at the roadside for one night, driving back the next day after work.

Please consider local and work people in your new parking rules.

**Objector 6.**

I am a former resident of Glenmore, current seasonal employee of a Glenmore business, regular recreational user and supporter of Glenmore businesses and a mountain guide who will work to educate and give visitors a positive experience of the area.

I think the biggest issue is the limit of 12 hours maximum parking and no overnight parking. This is an area used regularly for start/finish routes of backpackers. In winter it is often necessary to park and access the hills outside of these hours for safety reasons for walking/skiing/climbing. As an employee of a company in Glenmore I would also have to leave my vehicle in Glenmore for several days whilst working at other locations at certain times of the year. At the moment the public transport infrastructure is simply not capable of sustaining out of hours parking. The Forestry Land Car Parks that do not want overnight parking either also play a role in this issue. Until there is a vast improvement in public transport hours then cars are unfortunately needed to be able to park between 10pm-7am for a while yet.

**Objector 7.**

I oppose the plan to not give any permits to residents and workers in Glenmore.

I live in Aviemore but commute to Reindeer House, Glenmore for work 5 days per week.

I, along with lots of colleagues, park in the lay-bys on the side of the road. Although Reindeer House residents also work, each day there could be an additional 7 people commuting in for work.

I try to do "my bit" for the environment and Glenmore by cycling in to work or car sharing but sometimes this is not possible. Especially in the winter. However, a flat daily rate for parking is unacceptable for employees. I could not afford this. It would seriously eat into my daily wage.

Please allow residents and employees of local businesses to have a parking permit, allowing free parking. It would be outrageous if this wasn't allowed.

**Objector 9.**

I am getting in touch off the back of the latest proposals for pay and display parking to be implemented in Glenmore. We have already emailed through our concerns as a business, Cairngorm Reindeer Centre. However, this is my own personal concerns as a resident living and working in Glenmore.

I am born and brought up here so seen Glenmore through the past 37 years so I'm well aware how much it has changed, especially over the past few years post COVID. I also agree that something needs to be done about the parking situation, however this pay and display suggestions seems to not have been thought through very well and may leave folks like myself in a tricky situation when it comes to living and working in the area.

Your proposed idea of no parking between 10pm-7am. This would affect our own personal cars as we live in Glenmore and there hasn't been any talk about permits. Also, if we have friends and family visiting us for a few days is there a chance for them to leave their car in Glenmore? Also leaving cars overnight is seems unavoidable for folk wanting to head to the hills to enjoy multiday hikes and camping. Especially in the summer time when our long days and short nights lend themselves to being in the hills late. Has this been taken into consideration?

Pay and display on the slip road from the Glenmore Lodge junction all the way to the Hayfield. Cars already park here, and this is also where residents and staff leave their cars. Historically, it is an area not necessarily there for parking but if this was to be advertised then there should be some sort of pavement or certainly an area to unload/utilise around your car. At the moment the only space available outside a parked car is the main road which is fast and dangerous. There is no safe way to access trails from here without walking on the main road.

---

*It feels rather unfair to locals living here that we need to purchase a permit. Everyone else living in the strath I think that is reasonable but we are expected to pay the same as someone living in Newtonmore to park our car next to our home?*

**Objector 10.**

I am writing to give my comments on the proposed parking plans for Glenmore.

Whilst I think it is a great idea to make it more difficult to drive to Glenmore I think there are a few major problems with this.

-having a maximum stay of 12 hours will prevent people from going on a hill walk for more than that time. I have had many 15 hour days over the years and many multi day walks and I don't think you should prevent people from doing this. Especially as if people have very early starts or late finishes, bus times won't suit them.

-there is currently no plan for provision for people living and working in Glenmore who will have to park their cars on the road over night. I work at the reindeer centre and we often start early in the morning, particularly during calving season and those of us who live here also leave our cars on the road during the night too.

-there should be an option for locals to buy a reasonably priced permit even if it just covers the Glenmore corridor as buying the highland council permit just to park to go for walks is too expensive. If you don't make it easy for locals to visit Glenmore then you will discourage locals from enjoying the area and instead make it an even higher percentage of tourists accessing the outdoors.

**Objector 11.**

As a local resident and a person that has been employed and worked in Glenmore for over 30 years I feel the parking has been miss managed for several years and the new management of parking tickets along the road at Glenmore is not a suitable resolve with the high demand of visitors in this area.

The existing car parks that are managed by Forest land Scotland is an issue and should be part of the resolve

\*Make bigger -they are very busy but if they were re landscaped made bigger removing trees filling in hollows , making a large flat hard core parking area .

\*The car psrks are sometimes not full as difficult to see space within the trees .

\*Fire hazard area - This would create an open safer area less lightly to be as high fire hazard area .

\*Cleaner as people use the trees in this area for toileting behind and human waste is high in this area and litter is common here specifically the areas just beside the old play park at loch morlich Beach car park .

\*Litter hazard -At the moment cars tuck away and have charcoal BBQs and forage for wood and have open fire .

\* Overnight Camps and camper vans very high here less than 100 meter from camp ground ,hammocks in the trees .

\*Removal of picnic benches the car park would be less attractive site and would not be as attractive to sit and have a overnight camp at the benches but I think the car picnic benches need to be removed and re sited out of the car park to help increase the capacity But the benefit of maximum capacity of cars will help save the other areas and would be more functional .Again wee

fires are very common

This would make it less attractive for overnight cars camping and moter homes .

The main car park should have signage of the local campsites and directions and a polite notice to make people aware that it's not suitable for overnight car parking / motorhome stays.

Payment problems

Over years when signage was put up for payment at the entrance to the car park that was when the bigger problem of cars parking on the road happened as the car parks where not full. So cars will displace and park in other places in grass verges causing problems blocking house drives, dangerous grass verges with charges on car park and the new Charges along on the roads.

The charges very high. Too high.

Permits for locals and as a reindeer herder working, I believe it's unfair not to be issued a free or small permit for parking like Forestry did.

Drop off zone needed for reindeer centre. Visitors the centre has had visitors' cars busses and bikes over 60 years.

There needs to be a provision for large tourist busses and minibuses. parking charges could put off buss groups if finding a place to park.

Congestion has made it a real hazardous as I have seen at time emergency vehicle not getting past cars.

Where cars park opposite queen's houses there is no footpath and cars come very fast down the hill and children and dogs are at high risk of being hit by a car or bike.

Provision of a new car park area down near the Baily bridge at the bottom of the sluggan needs to be seriously looked at, with provision of a Forrest tower and a foot bridge to cross onto the lochside safely. This will be a major attraction and holding area to start walk from, priority to car parking safely, in an area that will determine people from parking lochside and inappropriate camping and firs could save the

whole area from being spoiled . A small area of the nature reserve should be released and sacrificed for the greater good of public control and a new centre, ranger base opened to attract visitors so a safe parking area will less impact and congestion at Glenmore. Shuttle bus park and ride should be looked at.

During winter the snow plough makes big walls of snow in on the roadside parking areas proposed as I rethinking alternative area for parking off road side is important . This area is the flag shop tourist area for the whole National Park and a positive experience is very important with care and attention in carpark provision needed for the greater numbers of visitors every year. And to look after the forest area in the long term is the most important thing safely. As I feel the new parking is unsafe unfair and unpractical and needs a major rethink most importantly.



**Objector 12.**

I have had the privilege of parking in the area under review for the last 50 years

The proposals are totally unacceptable.

**Objector 13.**

After reading the article about planned charges for parking within Glenmore, I felt I would get in touch with a couple of worries I have as a local who works in Glenmore.

I currently commute the 30-minute drive from Kingussie to work in Glenmore and rely on the parking lay-by that is situated down from the Reindeer Centre to park my car. I work 9hrs a day, 5 days a week and the total charges I would be facing just to allow me to drive to work are not sustainable. Additionally, working for the Reindeer Centre requires access to stop on the ski road at all times. This allows us to ensure that we can move reindeer off the road and be able to load reindeer into our lorry without the increased risk of walking them over the blind bend at the Sugar Bowl carpark, which people speed down regularly.

Since the area has become a tourist trap, locals have suffered magnificently; struggling to buy or rent houses, the high cost of living and watching visitors ruin and disregard the beautiful place we live in. Given this, I do support bringing in parking charges as we need some form of infrastructure present to control the hordes of people that visit us. However, I ask that parking permits are given to those who work within Glenmore and do not have their own parking available. This will provide the support required to keep locals in the area and continue the growth of the community here.

**Objector 14.**

I am writing to express my objections to the proposed "The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Seven Glenmore Order 2023"

My objections are as follows:

1. The justification for the order given in the "Statement of Reasons" is that "The above-named order will assist with traffic management in general and specifically relating to congestion and unsafe / unmanaged parking experienced on the C1126 Glenmore main Road and Glenmore Lodge access road". It is inconceivable that prohibition of waiting between 2200 hours and 0700 hours contributes to management of congestion or unsafe/unmanaged parking. On the contrary, removing legal parking during these times is likely to increase unsafe and unmanaged parking.
2. There are many legitimate reasons that people may want to park in the vicinity of Glenmore between the hours of 2200 and 0700, for example to facilitate early starts and/or late finishes to walks and other recreation in the surrounding countryside. Such endeavours may also involve overnight trips (not necessarily involving camping). Therefore, the restriction on waiting and parking during these hours, and the limitation to 12-hour maximum stay, unfairly and unjustly limits access to the countryside for legal and beneficial recreation activity.

3. This order appears to be motivated by a desire to curtail overnight camping in the vicinity of Glenmore. This is not the intended purpose of the powers delegated to The Highland Council by the Road Traffic Acts. There are other statutory instruments available that can be used to manage overnight camping. Use of these Road Traffic Act powers to do so is disingenuous and could be subject to judicial review.

**Objector 15.**

I strongly object to the proposal to charge drivers to park their vehicles at these sites as per your proposed order below. The whole area should make our visitors feel welcome, not that they are being ripped off.

It is bad enough that you have already installed bollards along the roadside at Loch Morlich where people have stopped for years to admire the views.....this scenic area is now spoiled by manmade structures. They quite spoil the scenic drive from Aviemore to Cairngorm. The natural beauty of the area is being lost by council greed.

Are you trying to decimate tourism businesses in the local area?  
We need people to come and visit this area, not to charge visitors more and more and put us beyond the reach of holiday makers pockets. This area is expensive enough as it is. Please do not punish our visitors for wanting to see nature at its best.

I live locally in Aviemore and walk my dogs in these wonderful surroundings.....sometimes for hours or if pushed for time, shorter breaks.

Please do not continue with these plans for excessive charges on public roads.

**Objector 17.**

I'd like to object to the current parking proposals for Glenmore.  
My concern is that it gives no access to the surrounding hills between the period of 10pm and 7pm. Compounded by there being no public transport between these hours.

In particular, there will be no early or late access to Meall a' Bhuachaille or Bynack More (reached via Ryvoan). Nor will there be scope to park for overnight/camping trips into the Strath Nethy area of the Cairngorms.

My concerns are both from a practical/business angle (I lead groups in the hills) and more importantly from a safety angle (early starts are essential for certain hills in winter).

I appreciate there is a perceived problem with people overnighing in camper vans in Glenmore. Could the situation be better resolved by having no overnight stays in vehicles? Rather than the currently proposed blanket ban on all parking, which then penalises everyone.

It is very important that any new parking measures do not stop people having the freedom to enjoy the surrounding hills at any time. Unfortunately, the current proposals will result in the enjoyment of the hills being the preserve of the wealthy between 10pm and 7am; those that can afford a taxi for a drop off or pick up. And those attending courses at Glenmore Lodge.

**Objector 18.**

I would like to express my concern at the proposals, on the following grounds.

I am a local resident and I regularly spend time at in the Glenmore area. The use of outdoor activity equipment (canoes for example) makes using public transport not possible and so I have to take the car and park there. New charges mean that visiting the area would have a substantial cost to me and my family and make it less feasible to enjoy certain activities and sports and get outdoors.

The maximum stay of 12 hours is also concerning. As somebody who regularly walks, skis and climbs in the Cairngorms it is common for my vehicle to be parked there for longer than 12 hours if I am out for a long day. I, and many other people, often undertake multiple day trip in the Cairngorms, bivvying, camping or using bothies etc, so vehicles would be left for longer than 12 hours. Even when staying less than 12 hours it is not unreasonable for people to want to head out for an early morning walk for example, before 7am or plan an evening activity which might return them to their vehicles after the late cut off time.

There are usually a small number of motorhomes using these parking areas overnight. In the low numbers present at Glenmore, these motorhomes rarely cause any problems or impact on the local area. But prohibiting them from parking there overnight may cause problems in other areas where they may have to move to which are not so able to accommodate them.

I hope these comments are taken on board. Loch Morlich is popular and that needs to be accepted and managed rather than efforts made to make it less so. Local people being charged high parking charges seems unfair and at the very least I would like to see a pass being made available to local people exempting them from any charges if the Highland Council goes ahead with these plans, which I very much hope they do not.

**Objector 21.**

I wish to express my objection to the proposed order variation and specifically to the "No Waiting 22:00 to 07:00"

I am an avid hillwalker and bike-packer, often using the C1126 Glenmore Road to leave my car at the start of a multi-day/overnight trip. These trips typically start & finish out with the regular bus service schedules & the carparks along the Glenmore Rd do not allow overnight parking.

The proposed parking restrictions basically prevent me (and many others) from accessing a large part of the national park for overnight trips. Having designated overnight parking would be a better solution for me.

**Objector 22.**

Whilst I understand why you want to stop the stream of vehicles ruining the verges on that road and get some revenue, have you thought about selling Highland Council residents Paid For annual parking permits ?

As more and more paid for parking comes in to play , would it make economic sense ?

Assuming you have done a cost benefit to Employ staff to issue tickets. And to follow up on non-payment of fines

**Objector 23.**

I'm writing to object to the banning of parking between 10pm and 7am in Glenmore.

This ban would make it impossible for people to have an early start on the hill. This is especially important in winter to avoid being benighted.

It also means people wouldn't be able to park and go wild camping or bothying or overnight walking. It even stops people seeing the sunrise at times.

These are all popular pursuits in the Cairngorms particularly and this ban is restricting people's ability to enjoy the outdoors. For the early winter starts it's also compromising safety.

**Objector 24.**

I have seen the proposals made in relation to the parking and have strong objections. The proposals set do not allow enough time for walkers to be able to enjoy this beautiful area, nor wild camping. You have not taken these into account and just looking for more money-making schemes. You have a duty to encourage people being and visiting the outdoors and not as another opportunity to rip them off. Please shelve this idea.

**Objector 25.**

I object to this ill thought-out plan for the change of parking for the following reasons.

1. What provisions have you thought about with regards to people who either want to start or finish outdoor activities before or after the hours 7am or 10pm. There are plenty of people who require to start earlier than that to allow for the longest periods of daylight for safety reasons in the pursuit of outdoor activities.
2. Do you propose there to be any discount or annual membership for locals, or do you just want to price locals out of enjoying the outdoors in favour of making a quick buck off the tourists? I often choose to walk my dog in this area but at the cost of £4 for a dog walk then I would immediately be priced out. I also at times take my dog out before the proposed 7am 'No Waiting' time and under this new ill-thought-out proposals I would be forbidden from doing this.
3. What about seasonal parking enforcement to allow locals to enjoy the area during quieter times of the year?

**Objector 26.**

I am disappointed to see proposals to charge for parking at the lay bye near the reindeer centre in Glenmore. This place is of great importance to many people, especially to those who rarely get the chance to visit, and it seems invidious to me to charge for parking, otherwise risking what is to many a hefty fine.

In a rural area with the accompanying poor public transport system, many rely on their cars, and to risk a long day's walk from the Glen and perhaps return after the last bus has long gone is not feasible. Therefore, to add another tax onto what is an already taxed car seems wrong to me.

**Objector 27.**

I am emailing to object to the parking charges being enforced and the maximum stay of 12 hours rule being.

**Objector 28.**

I am writing in response to the current consultation on change in parking in the Glenmore area.

As a keen and active hill walker of many years accessing the hills and trails from this road it would appear to be a massive restriction on my ability to head into the hills.

During the long Summer days in particular, it is not unusual for me to park up early/after dawn e.g. 6.00am to set off and with many walks being long in nature may well not get back to my car by 10.00pm. This would appear to put my legitimate right to be out and about in the countryside in conflict with this proposal.

This plan would seem to be a short sighted approach not considering that many heading for the hills do so on journeys that can be long and might even involve overnight stays in the hills at bothy's for example.

I strongly suggest that this particular proposal be changed to take into consideration those like myself who access the Cairngorms from this key access road.

**Objector 30.**

I would like to lodge the following 2 objections to the above proposal on behalf of myself and Walkhighlands' users, many of whom are regular visitors to the Glenmore area.

1: The 12-hour parking limit is inadequate and should be extended or abolished. Glenmore is the start point for a number of long day walks and also multi-day hikes. In winter, many routes would require an earlier start than 7am for safety, so the 7am restriction is likely to contribute to compromise hill safety and may even lead to fatalities. Restrictions in recent years in the nearby Forestry Land Scotland car parks mean there will no longer be any overnight parking that allows access to these routes. It is very common for day walkers to be out for over 12 hours in the summer and the area is very popular for multi-day hikes either wild camping or staying in one of the many bothies accessible from this part of Glenmore.

2: The map appears to show no parking will be allowed at the end of the road beyond Glenmore Lodge. This is currently a very popular place for walkers to park and whilst there have been congestion issues here in recent years this can be dealt with by better parking bay marking and enforcement. To restrict parking here completely will just add pressure on the other car parks in Glenmore which are already at capacity at times.

Walkhighlands is Scotland's busiest independent tourism website and app, featuring over 2250 walks and attracting over 35k daily visitors.

---

*Whilst these changes to the scheme are welcome as far as they go, it is not clear at all what the restrictions or arrangements for overnight parking will be. The charges will still affect local clubs using area in the evening. We are also concerned that they will have a disproportionate impact on those on lower incomes on taking access to the countryside.*

*We would support a long term strategy to remove private cars from Glenmore at peak times if good shuttle services could be implemented, like best practice overseas. We fear that using parking schemes such as this for general council funding may be creating perverse incentives for car access to continue to be encouraged, preventing us making the transport changes we need to for a greener future.*

*We therefore wish to sustain our objection.*

**Objector 31.**

The proposed parking charges for Glenmore and surrounding area, were discussed at the latest meeting of the Nethy Bridge & Vicinity Community Council.

Whilst we entirely understand and agree, with the need for something to be done, concerning the irresponsible parking problems around Loch Morlich. We believe that the time restrictions proposed, do not allow for anyone who wishes to spend more than twelve hours in the parking facilities, so that they can access the multiple peak walks with wild camping in the high tops. The parking problem is mostly due to day trippers accessing the loch and this proposal unduly penalises those who responsibly access the hills.

We would hope, that any proposal would have considered local residents, who may wish to park regularly throughout the year and offer a reduced cost season ticket or similar.

---

*Nethy Bridge & Vicinity Community Council, do not withdraw their objections. We still feel the proposed charges for local residents are too high, especially as they only cover the summer months.*

**Objector 32.**

As a resident living and working in Glenmore, I am concerned about the new parking plans that are to be introduced to the Glen.

Although I agree that something needs to change in the Glen. I don't think the plans have been very well thought out. I live at the reindeer centre and our only parking available close to the house is the layby below on the main road. Other than that, there is nowhere else for me to park my car. If the enforced new parking system comes in. I'll get charged daily for simply trying to park my car close to my home. I've noticed that the residents by the queens' houses at the end of the road will have their own permitted spaces or similar system in place but there is nothing else for other locals living in the Glen. I would be very disappointed if I'm expected to pay to park in the Glen where I live and contribute to.

I also can't believe that there is a plan to disallow parking altogether between 10pm and 7am. Again, where will I be expecting to park my car during this time? Let alone friends or family who want to visit, stay over and park their cars in the Glen.

Finally, the Cairngorm Mountains are one of the most remote mountain areas in the Highlands. Many people who visit sometimes head out in the hills for days at a time in order to access the further afield hills. Will they not be able to park their cars overnight or for multiple days at a time because of this poorly thought-out rule either? Surely you're trying to encourage people to explore the wider reaches or the national park but with the current parking plan it's going to be very difficult to do that.

**Objector 33.**

With reference to the above subject, I feel that as locals, we have to raise an objection to this proposal. My wife and I have used this area twice a week for the past 16 years walking our 2 dogs and spending money in the local cafes/bars. We spend more than 1 hour each time walking, but not more than 2 hrs. So, for us that this would cost us £4 each visit. We feel that in this time of price increases this is particularly unfair for we locals. For tourists, who might be spending a whole day, it is perhaps more reasonable, as it doesn't result in an all year-round cost. We should remember tourists already contribute a huge amount of revenue to this area, and this cost may make people think twice about returning to this beautiful area, if they feel it is a rip off.

**Objector 34.**

I would like to have my complaint formally noted about the proposed parking restrictions at Glenmore.

As a local, I feel that this further penalises those who actually live in the area by adding cost to visit the spots that make this a nice place to live. I understand wanting to make money off tourists, but I like to be in the outdoors and go for walks and already pay more for the privilege of being here by having to deal with overpriced housing, little to no childcare options and a hospitality sector that is also suffering as a result of the high cost of living in a beauty spot. Having the restrictions extend to 10pm also focuses the financial penalty on locals who are more likely to go out for a run or walk in the evening (rather than tourists on their day trips).

Both my partner and I live and work in the local area, serving local people. If the council continues to make the logistics of living in this area less attractive, we will be forced to move somewhere where there are better provisions for families and easy/free places to go for a walk. People in the area don't have the same disposable income as those who have afforded a second home and it is hugely unfair for us to be penalised for it given that we are the ones who keep the area running for all the tourists that come to the area (and drive up the cost of living here).

I propose that, if some form of restrictions must be enforced, that there is some accommodation for local people that actually live in the area. Not those that let their house on Airbnb or have a second home for any other reason.

**Objector 36.**

I've sent an email with my concerns about this before, but this was before I realised there were no plans for exemptions from parking fees for local businesses. Having worked in Glenmore myself I think this is unthinkable. The people who work in Glenmore are usually on low wages, which is common in the hospitality industry and similar businesses. It would be outrageous to charge them on a daily basis to be able to park to get to work. There should be 24h parking passes for local businesses, and local residents as well if this wasn't part of the plan.



**Objector 37.**

I believe this is discriminatory and restricts people from being able to enjoy the outdoors reasonably. I believe it is a draconian measure and is simply a method of generating cash rather than materially benefiting the people government is meant to serve.

It's, frankly, disgusting.

**Objector 40.**

I wish to submit comments on the proposals for Glenmore.

I understand something needs to be done, but.....I am concerned about the maximum time of 12 hours. What about those setting off into the hills for a few days? Any system should accommodate this.

When you park, you may not know how long you are going to be. How many folk are going to park for 1 hour only? Is there a system whereby you pay on exit - as happens on toll roads? This would negate the need for parking ticket machines.

Has thought been given to a "local ticket"? And how would "local" be defined?

To work - as simple as possible. But thought to those properly using the area required.

---

*And if you are out of internet connection? I imagine if remote payment required the individual/s will be away walking.*

*I trust you have discussed with Glenmore Lodge, Mountaineering Council of Scotland etc? And Mountain Rescue Teams are exempt?*

**Objector 42.**

C1126 Glenmore Road between its junction with Rothiemurchus Lodge Access Road eastwards to the Snow gates for Cairngorm Mountain and a section of road at the entrance to the Coire Cas Ski Lift Car Park

Currently this is the only access for mountaineers who are sleeping in cars/vans for an early start as the main carpark does not allow for overnight parking. Would do well to follow Glencoe ski center model for designated parking area for campervans for a payment on non tarmac section of the high up car park. Do not understand the rationale for this, climbers and hill walkers must be the main customer base at Cairngorm Mountain cafe etc.

**Objector 43.**

We are responding to the above proposals as both The Cairngorm Reindeer Centre and Reindeer House.

We note in the proposals that there is no provision for parking for both residents at Reindeer House or Staff coming into work at the Cairngorm Reindeer Centre.

Here at the Reindeer Centre we employ 15 reindeer herders of which 5 live on site at Reindeer House and 10 off site, coming into work by car from Aviemore and surrounding communities.

The car parking charges suggested would not be affordable for our staff/residents and we will need permits for all our staff to park down on the road/or in one of the car parks, (although we do have private parking for 2 residents beside Reindeer House). So in total 13 permits for Reindeer Herders to park on the road side. This will need to be 24 hour parking.

Also we use the roadside to park our business vehicles at certain times of year, in particular during the months of November and December. These are branded vehicles with our logo on. We would need permits for these vehicles too. There would never be more than 3 business vehicles needing roadside parking. This would also need to be 24 hour parking.

So The Cairngorm Reindeer Centre, which sees in excess of 40,000 visitors a year and is one of the major tourist attraction in the Aviemore and Spey Valley area will need 16 parking permits for staff/residents and Cairngorm Reindeer Centre vehicles

We are building a small car-park built close to The Cairngorm Reindeer Centre and this will have 15 spaces and will be for customers visiting the Cairngorm Reindeer Centre.

---

*In response to your recent email (copied below) I can confirm I will **not** be withdrawing all my objections.*

*I agree with the business permits for our vehicles of £40 per year, for parking between the months of 1st March and 31st October.*

*However I will continue to object to £11 per month for staff parking which will add up to £88 per year for our Reindeer Centre staff to park in Glenmore. They should be offered the same rate as our business vehicles, ie £40 per year. Our staff should not be penalised with this higher rate for working in Glenmore. I do believe there is nowhere else in the Strath where staff of local businesses are expected to pay these high rates.*

**Objector 45.**

I write to state my overall sadness and objection to the proposal to turn a roadside verge with no amenities - into a money making/ taking scheme that restricts access to the countryside (to a national park) and makes it a minor criminal offence.

I have travelled extensively in Scotland (and elsewhere) in the world. By foot, bike, motorbike, car, van and public transport.

Other countries make it safe easy affordable and accessible for people of that nation, or others, to enjoy visiting and exploring it.

So people visit, spend money locally, promote that country and what a good time they had there. Others follow.

We've already got massive issues of 'distaste' of the UK caused by Brexit.

I know councils need money - we all do. But really!

The commercialisation and criminalisation of roadside verges is only one way to deal with the wonderful opportunity (or problem if you perceive it that way) that people want to visit Scotland, by car and van (cos let's face it- it's convenient to do so and to be able to avoid the midgies or rain).

Facilitating healthy access to Scotland wild places - that is not price prohibitive - is what you should be doing. And not turning everything into a theme park experience.

The mountains are there to be enjoyed not just commercialised.

How does a 7am start of access time allow for people to safely get into and out of the hills?

Sadly, i imagine this is already stitched up. I don't have any confidence that any descending public opinion will count for anything in this or any other matter that is for 'public benefit'. I'd love to be proved wrong.

**Objector 46.**

Hello , comment's invited

1 ) managing Glenmore visitor parking is needed ,

2 ) joined up approach by HRC FLS Cairngorm Mtn Cairngorm National park & Aviemore & Glenmore Community Trust .

3 ) parking revenue should be collected & reinvested in parking provision .

4) HRC bollards at Lochside are pushing problems across road to other verge causing erosion & not appropriate , as is Cairngorm Mtn charges folk now park on ski road also causing erosion

5) HRC buses provided (not electric ) old diesel stock from Inverness not appropriate in a National park .

6 ) AGCT & community suggested beach by laws ( like Loch Lomond ) CNPark actioning .

Glenmore should be managed as a National park ( like Banff & Yellowstone) entry per day by a Ranger base at Iron bridge & Not3 separate charges by HRC FLS & Cairngorm Mtn & importantly revenue reinvested in infrastructure.

**Objector 47.**

There is no access to the mountain without this for mulitdays in the heart of some of the best climbing in Scotland. If there was overnight parking available even for a charge at the ski centre I would happily pay . But untill then I have to park on the road side in my camper

**Objector 48.**

Please be informed that we strongly OBJECT to the above proposal to charge for parking and restrict parking overnight in the Glenmore area for the following reasons:

1. We are local residents in Coylumbridge for the last 23 year and have parked without hindrance at the Glenmore "Hayfield " roadside for the purpose of outdoor recreation and dog walking etc. It is completely unnecessary to introduce city centre style parking restrictions as there are no shortage of spaces versus demand as you might find in a city centre.
2. The introduction of restrictions will cause hardship and difficulties for local residents and business's. Resident's will have to pay to park outside their own house or visitors to local business's will be discouraged to stop for a visit.
3. Restricting parking and in particular overnight parking will prevent access to the open areas of Cairngorms which is at variance with the principles espoused in the Scottish outdoor access code designed and approved by the Scottish Government to encourage the responsible access by all to the great Scottish open areas.
4. We have been leaders with Duke of Edinburgh groups (now retired after 15years leading expeditions) and in order to run expeditions we needed to be able to park somewhere close to overnight expedition camping areas for the safety of participants and smooth running of expeditions. We ran many expeditions in the Glenmore area over the 15year period and DoE groups still use the area. The imposition of overnight parking restrictions will make it impossible to run safe expeditions in the Glenmore area for DoE groups.

The preferred outcome of this consultation is that the idea is dropped and leave parking arrangements as they are.

---

*Whilst the changes proposed go some way to alleviating my objections (with provisions proposed for overnight parking and making it summer only), I still OBJECT to the need to change the existing arrangements, I still maintain that it is inappropriate to have city centre style parking charges where there is no problem in the existing arrangements. This now looks like an attempt at a money raising exercise. To have local residents and visitors to local businesses pay to park where they previously parked for free is clearly extracting more money from local council tax payers and tourists in this era of high cost of living.*

**Objector 49.**

It is very difficult to understand the maps which are on a scale which is too large, but if I have understood things correctly, there is to be virtually no parking between the Rothiemurchus Lodge Road and somewhere up the ski road (past the Hayfield?)

My first reaction is who is going to police this? We very seldom have a traffic warden in the area.

Does this mean that any parking which is allowed will all be pay and display? Again, who is going to police this?

Will these restrictions apply all year round? Is this necessary?

Is £2 an hour a reasonable rate? Will these restrictions cause problems for businesses in Glenmore? Will people use Glenmore Lodge and shop/pub to park?

When I go to Glenmore I usually park on the road past the Hayfield where there is usually space.

On the whole, the proposal seems excessive and impossible to police.

**Objector 51.**

Please retain the small number of free parking spaces opposite Glenmore lodge, this spaces do not create hazard or obstruct current access.

The current payment systems at both the Forestry and land Scotland and Cairngorm mountain are not fit for purpose:

- The system at Cairngorm Mountain regularly does accept payment/let you leave the car park within a reasonable transaction time.
- Last time I tried to pay at a Forest and Land Scotland car park a note on the machine suggested that I drive 4 miles to buy a ticket. This is not reasonable.

I therefore do not believe that charging systems are in a deeply rural setting are sufficiently robust to be installed. I therefore appose you proposals.

The recently installed bollards alongside Loch Morlich are horrendous. The submission on the highland council website does not provide enough information to ensure other/further completely out of place street furniture will be put in place to enable the measures you are proposing.

Many thanks for reading my comments and then carrying on regardless. I feel somewhat better at least for typing them.

---

*In short, no I don't withdraw my objection.*

*I have lost trust in the authority to do the right thing in a special place. I set out below:*

- *I agree with speed restrictions but this has been poorly deployed, areas of risk/great hazard and therefore slowest speed restrictions have been poorly assessed and deployed.*
- *The bollards on the lake shore are truly shocking.*
- *Shifting restrictions to the 31st March/start of Easter would help.*
- *Still don't think technology is robust enough to ensure that one can buy a ticket easily.*

**Objector 52.**

I wish to object to the proposals for parking enforcement at Glenmore as the proposals currently stand.

The area, particularly around Glenmore Lodge is frequently used by those taking access to the surrounding hills and several bothies, frequently for several days at a time. The proposed times of the restrictions are also likely to adversely affect those taking access to the surrounding area. Restricting parking in this area will severely affect access unless considerable effort is made to improve and provide alternative long stay and overnight parking provision before the proposed restrictions come into effect.

I clearly understand that problems do exist in this area, often caused by anti-social camping in the Loch Morlich area but believe these issues would be better dealt with using existing legislation rather than by creation of a restricted parking area. Legislation should not be created where there is ample existing legislation which if applied is sufficient to deal with the matter.

**Objector 53.**

I am writing to express my concern and to oppose the proposal of the Glenmore traffic regulation order. My two areas of concern are that this both removes overflow use of this space and only leaves Cairngorm access parking within a commercial operators area. As we know this is a very busy road in winter and you regularly has to sit and wait for the traffic to progress or at the snow gates. Therefore, a no waiting zone will have a major impact on this. Additionally I work in an industry where increased inclusivity and equity are key priorities. Making people pay for parking is just another barrier. In a time when the cost of living is becoming a strain on many of us, one of the amazing things about accessing and walking/ climbing in the Scottish Highlands is that it costs very little if not nothing. It would be incredible to keep it this way.

---

*I have read your proposed amendments and whilst it is an improvement, they are not sufficient for me to withdraw my objections.*

**Objector 56.**

I wish to object in the strongest possible terms to these disreputable and scurrilous proposals.

I am involved in a local running club (Cairngorm Runners) and organise run sessions from the Hayfield from time to time in the evenings, after 6pm. At this time of day there are very few vehicles parking in the lay-by and there can be no objective in proposing a 24 hr parking charge except for charging in terms of the highland council's budget a pityfully small amount of money for the priviledge. There's a highland council car park just here, but it's empty at that time of day. It's hard to see how the cost of providing pay and display meters could possibly be recouped by this draconian charge, so the taxpayer would lose out on this. In terms of running our club sessions this charge will stop them completely. We have been using the location for decades, if you introduce these charges then that will stop, because people will refuse to pay.

Here's the first comment we've received:

"Disgusting! No more Glenmore for me"

•

Maybe you think 'who cares about a running club' but why not consider the physical and mental health benefits that we provide via our activities for local people?

I'm going to copy this to local councilors, MSP's and MP's and also write to the local paper.

---

*Having considered your ammended proposals at some length, it's clear that you continue to want to extract as much cash form local as possible.*

*The £40 per year charge really only covers 8 months and in that time would pay for 10x 2 hour visits. I organise session for my running club, we may base these at Glenmore maybe 15x over this period, and given that most people will not turn up to every session, there is little point. There is no discount involved in this.*

*You continue to want to charge for after 6pm: if you can be bothered to visit out of office hours you will see that there is no parking issue to solve at that time and without revenue being the main driver of your proposals there can be no argument in favour of doing this.*

*Local people pay incone tax, council tax, vehicle duty, and now you want is to pay again for what we have already paid for more than once.*

*In view of the above I wish my objections to stand.*

*I would be grateful if you can present this email to the committee when it meets.*



**Objector 57.**

I object highly to the plans for the proposal for the Parking metre installation.

I understand that the council want to capitalise on any chance to make money, however, while holidays makers will spend the little extra so they can carry on destroying Glenmore with their litter etc. Local people like to spend time up there to! Now there's a price to so spend family time where some families in the valley are already struggling to live!

Instead of using the money to build the parking metres and to staff it with some 'chip on the shoulder' individuals, and install BBQ which can be hired? Or staff a nice person to educate and litter. You could still try and inforce a 24 hr maximum stay, but is that really the issue?

I think there's a bigger issue in that the work done on the side of the road could not have been passed through planning. The tree along the roadside have been hacked to make room for the machinery to compact the root systems. These tree will ultimately decline in health to the point of failure soon than nature had intended. Is Loch Morlich a SSSI site?! I confident that if I was to apply for planning permission to do what has been done up at Loch Morlich, it would not be granted.

Should the council help the people that live in the Highlands first? I think so. To pay such a high council rate and you want make us pay more to park here as well is disgusting.

**Objector 58.**

With respect to the above notice I would like to ask you to consider the following users & activity that may suffer as a result of this order, and a preferred solution.

1. The Cairngorm Running Club <https://www.cairngormrunners.org/> rely on short term parking along the edge of the Hayfield for regular activities along the trails or based on the common land there ( the Hayfield) - Monday & Wednesday evenings ( for just over 1 hr) The club feel that this additional barrier to participation will adversely effect some people from continuing.

2. The local wild swimming group meet regularly on Sundays throughout the year to dip in loch morlich, and then use the local cafes to warm up and socialise. As this group tends to stay longer than 2 hours the proposed charges are a disincentive to visit . This would be very disappointing for both the wild swimmers and local businesses.

Whilst local people fully support what is trying to be controlled by these measures, we would like to offer an acceptable solution. This would be to provide an annual parking pass at a reasonable cost (£25) for short term parking ( not overnight) I would be grateful if you could consider this proposal

---

*Dear HC parking committee*

*With respect to the above notice I would like to ask you to consider the following users & activity that may suffer as a result of this order, and a preferred solution.*

*1. The Cairngorm Running Club <https://www.cairngormrunners.org/> rely on short term parking along the edge of the Hayfield for regular activities along the trails or based on the common land there (the Hayfield) - Monday & Wednesday evenings ( for just over 1 hr) The club feel that this additional barrier to participation will adversely affect some people from continuing.*

*2. The local wild swimming group meet regularly on Sundays throughout the year to dip in loch morlich, and then use the local cafes to warm up and socialise. As this group tends to stay longer than 2 hours the proposed charges are a disincentive to visit. This would be very disappointing for both the wild swimmers and local businesses.*

*Whilst local people fully support what is trying to be controlled by these measures, we would like to offer an acceptable solution. This would be to provide an annual parking pass at a reasonable cost (£25) for short term parking (not overnight) I would be grateful if you could consider this proposal*

**Objector 59.**

I'll keep it short. You are ruining a once great destination. The parking fee's proposed are ridiculous. At a time when people have very sparse change in the pocket, you are yet again manipulating a situation for financial gain.

I avoid the Lake District due to parking fee's and will now be avoiding Glenmore.

Aviemore was fantastic, but it is being ruined by too many demands for cash.

Plenty of other places in Scotland to park and roam free, so we'll have to avoid the Cairngorms NP.

---

*No I do not wish to withdraw. I don't agree with parking charges or restrictions in a public place, that should be enjoyed by all.*

**Objector 61.**

Regarding the Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Seven Glenmore Order 2023

Notice is hereby given that The Highland Council ("the Council") in exercise of its powers under Sections 1(1), 2(1) to (3), 4, 19, 32, 35, 45, 46,47 and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (hereinafter referred to as "the Act of 1984") and the Road Traffic Act 1991 (hereinafter referred to as "the 1991 Act") and of all other enabling powers proposes to make an Order entitled as above the general effect of which is as described in the Schedule below.

Please note my objection to this proposal.

---

*Many thanks for your email and the information you provided.  
I would like my objection to remain please.*

**Objector 64.**

I wish to register my strong objection to the proposed parking restrictions on Glenmore Road and Rothiemurchus Lodge junction. C1126

These proposals are an awful, unnecessary imposition on visitors and residents accessing the national park. There is no justification for either charges or time restrictions. You are intending to prevent fair access to the National Park.

**Objector 67.**

I am a resident of Aviemore, PH22 1SE and frequent visitor to Glenmore.

I object to this proposal which is unacceptable in current form.

The proposal is disproportionate to the problem imposing as it does parking charges along a significant stretch of road, seemingly year round.

Clearly there is an issue with summer parking in the immediate vicinity of Loch Morlich and it is appropriate that some action is taken as an attempt to address this seasonal issue. However, extending the area where charges are imposed and making it year round are unacceptable.

Imposition of charges if carried out will not solve any issue, it will simply move the problem elsewhere. What is needed is a focussed creative solution to the immediate problem, Highland Council along with other interested agencies and authorities should take this opportunity to explore options. And whilst working on the perceived parking issue in Glenmore remove the recently installed eyesore postes along the shore of Loch Morlich, which are not appropriate in a National Park.

---

*I maintain my objection. This imposition represents a failure of authorities including Highland Council to come to a satisfactory resolution of the issue with consequential penalties, financial and other, on residents through no fault of their own.*

*One particular aspect of my objection not covered in the below points is the extent of the order in terms of distance along the road. Excessive.*

*I further object to the imposition of any fee for parking for local residents, we should not be paying for access our local environment.*

**Objector 68.**

I should like to object to this parking order as it prohibits overnight parking. This area is used as a base for many backcountry journeys into the Cairngorms. These will involve overnight stays in either bothies or tents in remote country, so will require cars to be left overnight somewhere.

It is the occupation of vehicles overnight that you should be targeting not the vehicles themselves.

I am involved with Duke of Edinburgh expeditions which we often run in this area. This restriction will make it more difficult to safely supervise young peoples expeditions

**Objector 69.**

I'd like to raise concerns about the newly suggested carpark restrictions around Glenmore. These carparks are used often for Duke of Edinburgh trips/expeditions, Mountain leader qualification training and assessment expeditions, and other people who might enjoy multiple days in the Cairngorms, camping out whilst they are away from busy roads and their cars. By restricting parking to 12h you deny a whole group of people access to this, which would be a huge disappointment for many. This is a vital area for people building up and enjoying their passion for the outdoors and learning to enjoy the outdoors responsibly via schemes such as the DofE and ML. Please don't ruin that by these restrictions. Think about other ways of charging if you must. At the same time, I think that if you start charging, there's a potential for that money to be used usefully to protect the environment the cars parked there and their owners are impacting, for example by building more public toilets at the car park. Having worked and lived in Glenmore, I have done many litter picks where I've found a toilet paper and occasionally human waste.

**Objector 70.**

I am a mountaineer, ski tourer, winter and summer climber and am concerned that the parking restrictions could impact on mountain safety due to people rushing back to avoid being charged or having to set off later than might be ideal in winter due to the proposed charging and parking times.

I live in Dingwall and visit the Cairngorms numerous times throughout the year. Mostly I park at the ski centre and pay to park as that gives best access to the hills but I also park around Glenmore to go for a walk or run when the weather makes the high tops unappealing.

If the proposed charges go ahead I'll likely stop going for runs around Loch Morlich and run elsewhere with free parking instead - my runs can last just over an hour and £4 is just too much for that. If I'm walking up Meall a Bhuachaille or Bynack More that takes longer but I'll likely restrict my visits to just good weather days.

I have no issue with discouraging overnight parking as the area frankly has turned into a human waste covered tip and this can't continue.

I do however have serious issues with the charging period suggested and 12 hour stay restriction.

I would urge you to consider amending the start period such that it begins at 6am to allow for long winter days on ski touring kit, climbing or winter hillwalking.

I would urge that the end time for parking is midnight and not 10pm - in summer it's daylight till 11pm, thus a long hill day that takes longer than expected could easily finish after 10pm.

No stopping between midnight and 6pm is fine to prevent overnight dossing.

Furthermore, the 12 hour limit needs to be reconsidered and redone as midnight-6am so that people doing long hill days or climbs etc are not trying to rush back to avoid a ticket. The numbers of vehicles that would likely stay more than 12 hours will be very small but the proposed restrictions are a total kick in the teeth for those that love the hills and also potential to cause people to rush, make mistakes and end up having mishaps due to panic over parking tickets.

Some provision absolutely needs to be made for those that wish to stay out overnight on the hills. As far as I can tell if these restrictions go ahead there will be nowhere that a vehicle can be legally left whilst the occupants are doing a multi day hike with camping gear. This needs to be considered. I did my mountain leader training and assessment at Glenmore Lodge and part of that course involves night navigation on the hills. Before doing the assessment it's very useful to be able to stay out all night, high up in the Cairngorm mountains practicing night navigation. In addition to night

navigation popular circular walks/backpacks through the Lairig Ghru and Lairig an Laoigh become impossible if there's nowhere to leave your vehicle whilst you are away.

Perhaps having some means of being able to purchase a multi day parking ticket to enable such trips to remain possible could be considered? where the purchaser has to sign an agreement saying they won't camp/doss by the roadside and you can tow them away if they do. This one is harder to police though but there has to be a solution to prevent those of us who are genuine hill lovers being penalised thanks to the idiocy of the masses (as is always the case).

**Objector 71.**

I am writing to object about the the proposed parking charges and limitations to parking on the Glenmore ski road. There are few options for leaving a vehicle for multi day trips into the mountains (that this area above any other offers), and the 12 hour limit is too short , even for mountaineers who may be venturing out on a "big day out' that can easily last beyond 12 hours.

I also think the reasons in your consultation don't really make sense:

"The above-named order will assist with traffic management in general and specifically relating to congestion".

Actually it won't deal with congestion, as all your doing is charging for cars to park, not forbidding them to park. So another cynical money raising scheme.

It's really disappointing that a body with power over the last true wilderness in the UK can restrict the access to it for a lot of individuals to make what will be a relatively small amount of money.

**Objector 72.**

I am writing to about the proposed changes around Glenmore (details below).

I am not sure of the correct way to feedback and/or object, I would appreciate your consideration of this and whether the format is appropriate (I am disabled and unable to read your page properly).

I believe the changes fundamentally change the nature of the area with the signage etc this necessitate will mean we lose what is a relatively unspoilt part of the national park and SSSI.

I believe on sustainability grounds this change will damage the local businesses due to additional costs to locals and visitors and will further exacerbate off road parking in other areas causing further damage and destruction of habitat.

I see this as a retrograde step which will damage the environment and sustainability of the Highlands and strongly believe you should not introduce this unnecessary and unwarranted parking scheme .

---

*No, I'd my objections to stay thanks.*

**Objector 74.**

I write to object to the proposed restrictions which will prevent overnight parking at the above reference.

The reason behind my objection is the need to allow parking for those members of the public who wish to access the back country for more than a day, eg. Staying in a bothy or camping in the back country.

If this proposal goes ahead, there will be nowhere that provides suitable road access into the Rothiemuchus Estate and where one can leave a car overnight.

---

*Thank you for the additional information. However, the facility to extend parking with an app, is useless when in the mountains as there is frequently no signal. The idea that I have to worry about paying for parking whilst exploring the freedom of the hills to me is unacceptable.*

*Furthermore, you have yet to confirm how many extended stay parking bays will be available.*

*At this stage of the consultation, I am not prepared to withdraw my opposition to the proposed changes.*

**Objector 75.**

I would like to add my objection to the introduction of parking fees & time limits on Glenmore Rd Aviemore.

As a keen mountain biker, hill walker & runner this would most certainly discourage me from visiting the area.

I regularly visit the area staying at campsites & using my van for transport to & from the Glenmore area.

The area is an outstanding natural resource & brings visitors from all over Scotland. To make it available only to people who can afford daily parking charges & not to allow anywhere in the vicinity where a vehicle can be safely parked/left for overnight camping trips into the hills is shortsighted. Trips to the area are not cheap & adding more costs & excessive regulations can only set the area back.



**Objector 76.**

I noted with utter dismay that one of the remaining locations where one might park overnight in the Cairngorms for free/reasonable money might disappear, replaced by restrictions banning overnight parking.

I use this parking area both when heading into the hills on overnight adventures as well as overnight campervan parking where it is just about the last location one can park for free/low cost.

All this order serves to do is to prevent people, specifically those who need to park a vehicle overnight from accessing the outdoors - what is a national park for if its not for providing people with access to the outdoors?

There are no other options, all the paid car parks have 'No Overnight Parking Signs', and folks are hardly going to book a campsite just so they can leave their car overnight while they head into the hills on multi-day adventures!!

In addition to this, there is no reasonably priced ad-hoc 'just turn up' parking for Motorhomes/Campervans in the area. Sorry but the charges at the campsites on along the ski road at £25-30/night for one person in a van requiring no use of facilities is simply NOT 'reasonable' !!

Instead of simply banning overnight parking, why can't highland council and the CNPA see tourists as an opportunity? The vast majority of folks are happy to pay a reasonable fee whether for parking a car or parking a campervan. The roadside parking where this ban is proposed is actually ideal for this as is the adjacent field. Add overnight parking for cars and an Aire for campervans. You are essentially banning overnight access to the hills as well as ad-hoc weekends away.

If this comes to pass. I'll simply go where I remain welcome. The new car park at the Linn of Quoich near Ballater is a shining example of this. 24hr parking for cars: £5 | 24hr parking for Campervans: £10 all paid for by tapping your card on their new machines. Where there is a will there is a way.

---

*Thank you for your email, the new proposals are a vast improvement on the somewhat draconian original.*

*Can I clarify what the impact of the new proposal is on the overnight occupation of vehicles parked eg at 'The Hayfield'? Both campervan and normal vehicle occupation - in my case generally for an early start on the hill the next morning.*

*If you were able to clarify if this would be allowed both in summer (when paid) and also in winter together with proposed time-limits that would be great. My feeling is that say a 48hour time limit imposed both summer and winter would fix the majority of issues associated with over-nighting. As would a requirement for self-contained vehicles only (similar to the 'Stay the Night' scheme by Forestry Land & Scotland) I would re-iterate that a lack of affordable campsites in the area is what has given rise to the excessive over-nighting at the Hayfield £30+/night is not 'affordable' for many. Hopefully future collaboration with landowners in the area can give rise to £10-£15/night minimal-facilities 'aire' style over-nighting as is enjoyed in eg France.*

**Objector 77.**

I would like to formally object to any parking restrictions on the Glenmore road.

It is regularly used to access the outdoors and parking charges and time restriction add it the increasing amount of barriers faced to accessing nature.

I regularly work in the area and often am out on the hills for days at a time, this would massively impact my work and my clients.

**Objector 78.**

I'd like my objection to the parking charges and restrictions around Glenmore noted. I am local outdoor instructor and often park my van here, occasionally overnight when I am working in the hills and often to get clients to leave their vehicles here so we can car share and reduce our emissions. This screams of a money making scheme not an attempt at any real solutions to issues in the area. Provide bins, information and public toilets here, restrict roadside camping and fine "dirty campers" but don't make life impossible for local guides trying to keep afloat.

These parking restrictions make local workers jobs ever more difficult. In the winter months we leave our vehicles here at 5am, these new restrictions mean we cannot use a perfectly acceptable and sensible place to park.

**Objector 79.**

I am appalled at this broad brush attempt at a regulation which completely ignores the situation and circumstances of the area. While the order in relation to the Glenmore Lodge access road is not unreasonable, though at the far end there is a well used limited parking area often used for overnight stays as well as extended treks during long days, which can easily extend well beyond 12 hours. However the road up to the snow gates has ample space for roadside parking and given the length of the road it is to be expected that people will make use of what parking is available, but crucially again potentially for overnight stays and long day trips. It is completely unreasonable and wholly impractical to expect people to return many miles to either pay for an additional ticket or move a vehicle. It is not even possible to guarantee trip return times which may be delayed for many legitimate if not emergency reasons.

A charging regime that accommodates the needs of all visitors to the area needs to be put in place, which crucially reflects the frequent possibility of parking for in excess of 24hrs, feasibly for several days.

This proposal has clearly been devised by someone who has no knowledge of the area and the type of visitors using the outdoors, and the activities undertaken there. Given the range of activities and the circumstances that frequently arise attempting to pre-empt how long a trip may or may not take is often impossible and certainly prepayment completely fails to take account of potential emergencies involving delayed returns from those activities and trips, which can easily entail several days away from the road. It must not be forgotten that Glenmore Lodge, and in winter visiting training and accrediting organisations as well as private individuals and activity providers undertake extended multi-day expeditions throughout the Glenmore area and often well beyond.

A charging scheme has to have built in flexibility to accommodate the very wide

range of circumstances that are experienced in this wilderness area. How on earth anyone who has any understanding of the activities in the area can even dream of a no waiting period between 22:00 and 07:00 is beyond rational comprehension. Paying for facilities being provided is fair, but those facilities which are absent at present, merely entail a fee for what was previously available for no charge. Given the extremely wide area accessed from Glenmore and the long access road, limiting parking to a few specific areas for short day trips may appear to the ill-informed as reasonable but longer trips and activities are unreasonably affected by restricting people to the few car parks that are available. The no waiting restrictions could easily involve significant safety issues.

This whole proposal is ineptly devised and clearly nothing more than an attempt at revenue raising for the Council. Instead of applying rigid city-centre thinking the parking scheme has to be fit for purpose for this locality and the full range of activities undertaken and available.

Being a frequent visitor to the area for professional as well as leisure purposes this scheme could also be considered as an obstruction and deterrent to responsible access within the terms of the Land Reform Act (Scotland). Bearing in mind the range of visitors coming from across the UK, let alone from overseas this notice needs much wider publicity and consideration, including the views of Visit Scotland, Sport Scotland and Nature Scot. This is far from a localised neighbour situation and the Glenmore and Cairngorm area is of Scotland Wide interest.

---

*It really seems as though you are still taking the 'city centre' approach. The order as I have understood it relates to well beyond the beach at Loch Morlich, which is really where my concerns arise. Certainly, around that 'low' area I don't have any issue and the order makes common-sense. It is not practical nor reasonable to treat the whole area on the same basis. The simplest way of resolving these issues is to write and publicise the exact terms of how overstays etc will be handled. This helps your staff and also gives the adjudicators workable room to consider an appeal. Expecting any overstay to have to resort to the appeal process and then adjudicators is really making work for everybody.*

*Provide a management regime set of rules that cover these and then it is likely that any objections would be withdrawn (aside from those who object on principle rather than reality). On the current basis given the specific nature of what is accessed and undertaken along the entire section of the proposed order it is likely to go to an Inquiry. Since I (among others) have identified problems and supplied reasonable suggestions at remedies that you are not accommodating it creates more problems and delays for you at Inquiry. I would also suggest that limiting the order related area to no further than the entrance to the car park just beyond the Glenmore Lodge junction would do the same. I appreciate that the single-track road to the Lodges needs to be constrained but it would help if there was a proper road end car park at the gate.*

*Wrapping up the 'upland' locations and dealing with subsequent different issues that potentially arise with that same city centre management regime is the problem. Any Order must explicitly state how it will work given the predictable circumstances that I and others have highlighted.*

*Beyond the junction at the road to Glenmore Lodge is where the predictable long stay problems I have outlined are most likely to occur. The Sugarbowl, Coire Cas and lower ski centre are the main locations where remote adventure activities operate from and it is appropriate that a different management regime is operated.*

**Objector 80.**

I would like to make my objection to the proposed change of Parking and restrictions to the access road to Cairngorm beside the Glenmore Lodge access road.

I think this parking is of huge benefit for people accessing the hills through walking and bikes and as someone who has used it to park overnight and left a vehicle there to get into the hills it would be a huge waste and shame for this proposal to go ahead. This is one of the few places where this is still allowed and I think the council would be making a terrible decision by granting this change.

I would like to be kept in touch of how this progresses and of further notices to make my objections known as this develops

**Objector 81.**

Further to my initial response below (which I would like to label as point 1a), I would like to add the following comments on a number of aspects.

1b. Sanitary provisions (public toilets)

I am not presently persuaded that it is necessary to invest capital and operating costs in expensive public toilets. You might like to consider the type of toilet provisions which the Department of Conservation (DoC) provide, in New Zealand. Nearly every road head, in nearly every mountain valley, has a 'natural' parking place (either grass or river gravel, rarely is there expensive tarmac) and a long drop dry composting toilet. Shelter from the elements and privacy is provided by a 'cubicle' made from glass fibre reinforced resin, about twice as capacious as a public telephone box, with a door and a chimney stack to provide ventilation; there is no provision of toilet paper, no hand washing facilities, no water, no heating; so no plumbing, or electrics to maintain. These cubicles are mass produced in a modular form which can be linked together if more than one is needed. When the facility becomes full of human waste, either a receptacle at the base can be exchanged for an empty receptacle or, a new shaft is dug and the cubicle is relocated. Thus servicing is limited to an occasional inspection visit by a DoC Ranger and a very occasional change when full

2 Who created the parking problem and who should fix it?

Scotland has raised £Bns of revenue from the offshore oil industry and has invested some of that revenue into road improvements with little doubt that there was a motive to do so for the extra national revenue which could be generated from the tourism industry. Now Scotland finds itself the victim of its own strategy. Many of the tourists will have little reason for coming to Scotland other than to take a selfie in a particular location; a location which will have been popularised via some social media platform (I've personally witnessed it). Now you propose to solve the problem which Scotland has created for itself by banning, or punitively charging, the tourists for coming - but it is not the tourists' fault - they are merely proverbial 'donkeys' which have followed the proverbial 'carrot' which they have had dangled in front of them. Perhaps you should look to yourselves and the oil revenues which you continue to receive, or perhaps you should look to the multi-billionaire social media platforms for help to solve the problem which you, and they, have helped to create?

3. Where will our next generation of 'adventurers' come from?

The UK has a history of producing some of the greatest explorers, mountaineers and adventurers, in history. I am privileged to be a Fellow of the Royal Geographical Society - a fellowship acquired upon the basis of my expeditionary experience around the World, including circa 20 self-sufficient expeditions within the polar circles of latitude. The Cairngorms is one of the last wildernesses in Europe and has provided a training ground for adventurers for generations. Yes, novitiates can

acquire training at the likes of Glenmore Lodge, but it is recommendable that following their receipt of such training, they should venture out on their own, in their own homeland, to practice and hone their new skills before setting out into remote foreign venues. Scotland, and in particular the Cairngorms, has the long established tradition of 'the long walk in' and the self-sufficient overnight camp. Your proposal bans overnight parking, so how are the next generation of adventurers after myself going to get their homeland based experience in wilderness self-sufficiency? Where is our next generation of adventurers going to come from? If your proposal comes into practical effect in some form or other, then I would encourage you to make some provisions whereby legitimate bona-fide adventurers can still exercise 'the long walk in' and overnight forays into the Cairngorm wilderness.

#### 4. Safety

It is not uncommon for adventurers (walkers, climbers, off-piste skiers), in spite of their best efforts, to be caught out in severe adverse weather - it is important for these people, when they are wet and cold, after potentially a severe struggle to retreat back to tarmac, to be able to take shelter and avoid getting into a state of hypothermia. If your proposal comes into practical effect in some form or other, then I would encourage you to make some provisions whereby such adventurers can get into their vehicles at the earliest opportunity and then be able to drive down, off the mountain, as soon as possible i.e. ensure that there is adequate parking up to the limits of the tarmac. Do you want the death of someone on your conscience because your future parking arrangements meant that they had to cover more distance, in adverse weather conditions, than was otherwise necessary?

---

*Your request of me, is ridiculous.*

*How can you expect me to remember the details of your proposal, from so long ago, or exactly what my objections to it, were?*

*As a result of your bad management of this consultation, I see no alternative but to default to my not being willing to withdraw my objections.*

*'Fail to prepare, prepare to fail'.*

**Objector 83.**

I have read the above document which has been published publicly in 'DRAFT' form. I have no objection to prohibition of parking where there are ancient and veteran trees along this route (although there is already considerable damage to many trees from council works within the recent past which will be of detriment to these unique ecosystems). However, I do object to the limitation of parking and the charging of parking where this ecological sensitivity is not an issue. No overnight parking limits the access rights of people wishing recreating in the hills, especially on multi-day adventures. This is a major driver of visitors to the area. Parking charges further limit access by discriminating against those on lower incomes or who are simply suffering from the cost-of-living crisis, further limiting options for staycations. It is a human right to have rest and leisure time and Highland council should not be further limiting the options for this when it comes to those who have stretched budgets.

Why not invest in more cycling infrastructure including ebike charging points and more bike racks in this area? What plans are there to upgrade public transport here, making it more reliable and frequent?

Highland Council are looking at the parking problem from the wrong perspective and in doing so are discriminating against those exercising their access right and those on low incomes.

**Objector 84.**

I am writing to object to the proposed parking restrictions from The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Seven Glenmore Order 2023.

I object on the following grounds:

- Bus times and train times are not co-ordinated meaning there is no incentive for people to use public transport. It is extremely difficult (depending on train time) to get from Aviemore train station to Cairngorm mountain and back. Taxi provision is limited and expensive. This means the motor vehicle is often the most effective and preferable method of transport.
- Lack of affordable and quality provision for camper vans/motorhomes in the area. The lack of grey waste disposal, fresh water supplies, electric hook-up and safe parking overnight means this is a very short-sighted approach to ban overnight parking. Highland Council should be providing Aires and encouraging private landowners to do the same. This alone would be a much more sensible and effective approach.
- Councils have been removing 'No overnight parking' in lay-bys over the years as they realised the negative health and safety implications of not allowing tired drivers to rest where necessary. These new restrictions could cause an increase in road deaths and liability would fall on to Highland Council.

**Objector 85.**

Please acknowledge my objection to the proposed plans for parking restrictions on the c1126 Glenmore road.

This section of road with its existing parking bays are one of the only parking options outside of the ski resort that allows for vehicles to be left overnight. This is of huge importance to many communities that access the Cairngorms national park for multiple day expeditions and long day tips into the surrounding hills. For example, Duke of Edinburgh expeditions, scout group's, local schools and many of the local and external outdoor education providers who operate within the national park. not to mention members of the public who use the park for recreational purposes.

With your proposed plans there will be no viable parking options that are accessible in the northern Cairngorms where vehicles can be left overnight. This means a restriction of access to the park itself and a restriction of freedom for all citizens who wish to enjoy the park in times outside of the 7:00-22:00 charge period. And no access at all during the hours of 22:00-7:00 is unrealistic.

This area of parking is often used by walkers and the above-mentioned groups for large walking, climbing , mountaineering and ski expedition that last much longer then 12hours (your proposed maximum stay) and often start much earlier than 7:00, this is even more evident during winter months. Especially on days when the ski road is closed. Often the area is still accessed by climbers, walkers and mountaineers and with the ski road closed the proposed plan will leave very little or no viable parking options in the area, therefore stripping the ability Access the mountain for all users. In my opinion the proposed plans would have detrimental effects on the local area and seek to exclude those who use the park for outdoor recreation.

**Objector 86.**

I would like to submit my objection to the proposed restriction of parking at the section of road at the entrance to the Coire Cas Ski Lift Car Park (Maps NV685, NV684, NV683).

The section of road I have highlighted has traditionally offered overflow parking to the Coire Cas ski lift car park. I am very concerned that once the Cairngorm Mountain car park is full, all mountain users will be displaced to the Coire Ciste car park and the operators shuttle bus option. Whilst this is a viable option for those accessing the ski area, it is not a reasonable option for those accessing the wider mountain areas for the purposes of walking, mountaineering, climbing, or back country skiing. I do not believe that this traditional point of access and egress for the Cairngorm mountains should be controlled solo by a commercial operator, and a well-established public parking (paid or unpaid) option should be maintained in the area.

It is unreasonable to assume that the parking in the Coire Cas car park area share the same visitor management concerns of the Glenmore and Loch Morlich vicinity, and I was extremely surprised to see this proposal associated with the Glenmore visitor management proposal. The Glenmore proposals will come as no surprise to the numerous community members and businesses involved in the ongoing discussion forums. Proposed restrictions in the Coire Cas area have not benefitted from the same level of public, business, and user engagement.

Any parking restrictions in the this area should not be proposed without a reasonable public, business, and user engagement.

**Objector 87.**

The proposed parking changes

[https://www.highland.gov.uk/download/downloads/id/27288/glenmore\\_2023\\_tro\\_pack.pdf](https://www.highland.gov.uk/download/downloads/id/27288/glenmore_2023_tro_pack.pdf)

will have a significant impact on the outdoors enthusiasts in the Aviemore area and beyond.

Please advise if the local population are to be granted the opportunity to view the detailed drawings of the proposed changes. This could be at the Aviemore Community centre as is currently the case for planning applications.















<b>Count of Substantive Grounds 1</b>	<b>Column Labels</b>		
<b>Row Labels</b>	<b>Permits for locals?</b>	<b>(blank)</b>	<b>Grand Total</b>
Overnight prohibition	9	21	30
(blank)	5	9	14
<b>Grand Total</b>	<b>14</b>	<b>30</b>	<b>44</b>

<b>Row Labels</b>	<b>Count of Substantive Grounds 2</b>
<b>Overnight prohibition</b>	<b>62</b>
(blank)	32
Pay & Display	22
No Pay & Display	8
<b>(blank)</b>	
No Pay & Display	
(blank)	
Pay & Display	
<b>Grand Total</b>	<b>62</b>



88 CONTACTS (83 Objectors)

<b>Objection</b>	<b>No</b>
No Pay & Display	44
Overnight prohibition	62
Coire Cas DYLS	4
Not Seasonal	5
impact on locals	19
Permits for locals?	23
safety	8
Glenmore Lodge DYLS	1
Provisions for motorhomes	5