Economic Development and Infrastructure Services Committee

Tuesday, 07 February 2023

NOTICE IS HEREBY GIVEN that a Meeting of the **Economic Development and Infrastructure Services Committee** is to be held at **Council Chambers**, **Council Office, High Street, Elgin, IV30 1BX** on **Tuesday, 07 February 2023** at **09:30.**

BUSINESS

9	**Cloddach Bridge Structural Assessment** Report by Depute Chief Executive (Economy, Environment and Finance)	**105 - 120**
10	**Port Marine Safety Code Quarterly Report - Quarter 3** Report by Depute Chief Executive (Economy, Environment and Finance)	**121 - 132**
11	**Use of Glyphosate to Control Weeds in Open Spaces** Report by Depute Chief Executive (Economy, Environment and Finance)	**133 - 146**
12	**Moray Routes - Bright Futures** Report by Depute Chief Executive (Economy, Environment and Finance)	**147 - 240**
13	**Question Time ***** Consider any oral question on matters delegated to the Committee in terms of the Council's Scheme of Administration.	

Information Reports - Not for Discussion at this Meeting

Any member wishing to call in a noting or information report from one meeting shall give notice to Committee Services at least 48 hours before the meeting for which the report is published. The Notice shall be countersigned by one other elected member and shall explain the reason for call in including any action sought.

	Information Report - List of Property Transactions concluded under Delegated Authority Report by Depute Chief Executive (Economy, Environment and Finance)	**241 - 260**

Summary of Economic Development and Infrastructure Services Committee functions:

Roads Authority; Lighting Authority, Reservoirs Act 1975, Public Passenger Transport; Flood Prevention; Twinning; Piers and Harbours and Coast Protection; Industrial and Commercial Development; Environmental Protection; Burial Grounds; Assistance to Industry or Commerce; Public Conveniences; Council Transportation; Catering & Cleaning; Land Reform (Scotland) Act 2003; Countryside Amenities; Tourism, monitoring funding from European Programmes, youth training and employment creation scheme and provide Architectural, Quantity Surveying, Maintenance and Allied Property Services.

GUIDANCE NOTES

* **Declaration of Group Decisions and Members Interests -** The Chair of the meeting shall seek declarations from any individual or political group at the beginning of a meeting whether any prior decision has been reached on how the individual or members of the group will vote on any item(s) of business on the Agenda, and if so on which item(s). A prior decision shall be one that the individual or the group deems to be mandatory on the individual or the group members such that the individual or the group members will be subject to sanctions should they not vote in accordance with the prior decision. Any such prior decisions will be recorded in the Minute of the meeting.

** **Written Questions** - Any Member can put one written question about any relevant and competent business within the specified remits not already on the agenda, to the Chair provided it is received by the Proper Officer or Committee Services by 12 noon two working days prior to the day of the meeting. A copy of any written answer provided by the Chair will be tabled at the start of the relevant section of the meeting. The Member who has put the question may, after the answer has been given, ask one supplementary question directly related to the subject matter, but no discussion will be allowed.

No supplementary question can be put or answered more than 10 minutes after the Council has started on the relevant item of business, except with the consent of the Chair. If a Member does not have the opportunity to put a supplementary question because no time remains, then he or she can submit it in writing to the Proper Officer who will arrange for a written answer to be provided within 7 working days.

*** **Question Time -** At each ordinary meeting of the Committee ten minutes will be allowed for Members questions when any Member of the Committee can put a question to the Chair on any business within the remit of that Section of the Committee. The Member who has put the question may, after the answer has been given, ask one supplementary question directly related to the subject matter, but no discussion will be allowed.

No supplementary question can be put or answered more than ten minutes after the Committee has started on the relevant item of business, except with the consent of the Chair. If a Member does not have the opportunity to put a supplementary question because no time remains, then he/she can submit it in writing to the proper officer who will arrange for a written answer to be provided within seven working days.

THE MORAY COUNCIL

Economic Development and Infrastructure Services Committee

SEDERUNT

Councillor Marc Macrae (Chair)
Councillor Amber Dunbar (Depute Chair)

Councillor Peter Bloomfield (Member)
Councillor John Cowe (Member)
Councillor John Divers (Member)
Councillor David Gordon (Member)
Councillor Juli Harris (Member)
Councillor Sandy Keith (Member)
Councillor Graham Leadbitter (Member)
Councillor Paul McBain (Member)
Councillor Shona Morrison (Member)
Councillor John Stuart (Member)
Councillor Draeyk Van Der Horn (Member)
Councillor Sonya Warren (Member)

Clerk Name:	Lissa Rowan
Clerk Telephone:	07765 741754
Clerk Email:	committee.services@moray.gov.uk

Minute of Meeting of the Economic Development and Infrastructure Services Committee

Tuesday, 15 November 2022

Council Chambers, Council Office, High Street, Elgin, IV30 1BX

PRESENT

Councillor Peter Bloomfield, Councillor John Cowe, Councillor John Divers, Councillor David Gordon, Councillor Juli Harris, Councillor Sandy Keith, Councillor Graham Leadbitter, Councillor Marc Macrae, Councillor Paul McBain, Councillor Shona Morrison, Councillor Draeyk Van Der Horn, Councillor Sonya Warren

ALSO PRESENT

Councillor Mustard (item 4)

APOLOGIES

Councillor Amber Dunbar

IN ATTENDANCE

Depute Chief Executive (Economy, Environment and Finance), Head of Environmental and Commercial Services, Head of Economic Growth and Development, Head of Housing and Property, Consultancy Manager, Mr W Burnish, Senior Engineer (Flood Risk Management), Mrs D Anderson, Senior Engineer (Transportation), Property Asset Manager, Harbour Development and Operations Manager, Mr C Muir, Senior Officer (Economic Strategy and Development), Principal Climate Change Strategy Officer, Ms J MacDonald, Sustainable Travel Officer, Legal Services Manager and Mrs L Rowan, Committee Services Officer as Clerk to the Committee.

1 Chair

Councillor Macrae, being Chair of the Economic Development and Infrastructure Services Committee, chaired the meeting.

2 Declaration of Group Decisions and Members Interests

In terms of Standing Order 20 and the Councillors' Code of Conduct, there were no declarations from Group Leaders or Spokespersons in regard to any prior decisions taken on how Members will vote on any item on the agenda or any declarations of Member's interests in respect of any item on the agenda.

3 Minute of Meeting dated 6 September 2022

The Minute of the meeting of the Economic Development and Infrastructure Services Committee dated 15 November 2022 was submitted and approved.

4 Written Questions

The Committee noted the following written question which had been submitted by Councillor Mustard and subsequent response from the Council:

Road Safety Measures – Roseisle

At the public meeting held in October 2022, Roseisle residents raised their concerns about speeding and general traffic issues within the village. Residents asked for improved road signage and consideration by the council to reduce the current speed limit of 50 down to 40 or 30.

What progress has been made since this meeting to consider the residents requests?

RESPONSE

We will continue to work in partnership with Police Scotland, and will carry out a speed survey for the western approach to the crossroads in Roseisle. Specific instances of speeding and poor driving should be channelled through Police Scotland. The results of these surveys will be shared with the community and Police Scotland who may choose to undertake further investigation of any non-compliance of the speed limits. The results of the speed surveys will also inform whether any further action is required with regards to the roadside environment. We have limited resource for these surveys and need to have a prioritised survey plan across Moray.

There are no plans to change the speed limits, which have been set in line with the council's policy and national guidance on the setting of speed limits. Whilst we appreciate and share a commitment to road safety, the level of incidents at the B9013/C25E is no worse than any other rural junction.

The use of the roads by HGVs is as to be expected of roads of this type. Following previous concerns raised by the community, video surveys were undertaken earlier this year which did not highlight any movements or driving behaviour that we would not expect to occur at a junction like this. A one-way system for tankers was raised at the public meeting and was addressed by Diageo and one of the local HGV operators who confirmed that the roads and the access layout at the Defco pumping station means that they have to approach from the south to carry out appropriate and safe turning manoeuvres for their vehicles.

In relation to improvements we have been working on a design for a footway along the frontage of the Village Hall to assist with pedestrian movements, and are aiming to complete the physical works this financial year. We have also removed some ironworks which may have contributed to vibration issues with positive feedback from residents. The Scottish Roads Maintenance Condition Survey and other inspections do not show any defects or road profile issues. We have a potential small scheme for surface dressing in the area, but this is subject to future funding.

As a supplementary question, Councillor Mustard asked if consideration could be given to the provision of a speed indicator device and improved road signage.

In response, the Head of Environmental and Commercial Services advised that speed indicator devices are a tool used by the Service in accordance with Council policy in relation to road safety and agreed to circulate this policy to Members. With regard to the provision of improved road signage, the Head of Environmental and Commercial Services agreed to discuss this further within the Service.

5 Active Travel Strategy and Action Plan

Under reference to paragraph 11 of the Minute of the meeting of this Committee dated 7 December 2021, a report by the Depute Chief Executive (Economy, Environment and Finance) asked the Committee to approve the Active Travel Strategy for Moray which sets out the Council's vision and action plan over the next 5 years for Active Travel in Moray.

During discussion surrounding some of the active travel methods in Moray, it was noted that the Strategy and Action Plan did not feature many initiatives in the Buckie and Keith areas. It was also noted that the Council had successfully taken part in the Scottish Working Journey Challenge and it was queried why there was no mention of this in the Strategy.

In response, Ms MacDonald, Sustainable Travel Officer advised that there was a lot of work taking place in the Buckie and Keith areas in relation to promoting active travel and agreed to include further detail in relation to active travel initiatives in Keith and Buckie within the Strategy. Ms MacDonald further confirmed that the Council had successfully participated in the Scottish Working Journey Challenge and agreed to include this within the Strategy.

During further discussion surrounding cycle paths in Moray, it was noted that often these markings could not be clearly seen and it was queried when these would be surveyed.

In response, Mrs Anderson, Senior Engineer (Transportation) advised that Moray has a few short sections of carriage way cycle paths and that she would provide further information regarding including the provision of on carriage cycle paths during the road markings refresh programme.

With regard to the Vision statement of the Strategy that active travel is the automatic, obvious choice for everyday journeys, Councillor Cowe stated that, whilst this was the vision of the Strategy, providing cycle paths in Moray is often hampered by land owners who resist working with local communities in achieving an active travel route and moved that an additional recommendation be included stating that, in the event of land owner resistance, action is taken for a public path delineation order to obtain the necessary land in which to build an active travel route.

In response, the Legal Services Manager advised that the Committee were being asked to approve the Active Travel Strategy and Action Plan and that adding this recommendation would have an unknown financial implication for the Council. She advised that there were other ways in which to bring Councillor Cowe's motion to the Council for consideration such as a further report or Notice of Motion, where a fully informed decision could be made.

On hearing the advice from the Legal Adviser, Councillor Cowe agreed to withdraw his motion.

Thereafter, the Committee agreed:

(i) to note the consultation that has taken place with Stakeholders; and

(ii) the Active Travel Strategy, as set out in Appendix 1 of the report, as the policy position for Moray Council and as a forward programme of activity subject to appropriate funding being available, subject to:

- further detail being included in relation to active travel initiatives in Keith and Buckie;
- reference being made to the Scottish Workplace Journey Challenge

(iii) that further information be provided regarding including the provision of on carriage cycle paths during the road markings refresh programme.

6 Local Flood Risk Management Plan Cycle 2 Findhorn Nairn and Speyside 2022-2028

Councillor Cowe left the meeting at this juncture.

Under reference to paragraph 11 of the Minute of the meeting of this Committee dated 4 December 2018, a report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee of the proposed publication of the Final Report on the Local Flood Risk Management Plan for Cycle 1 and of the Local Flood Risk Management Plan Cycle 2.

Following consideration, the Committee agreed:

(i) the final report on Cycle 1 for the Local Flood Risk Management Plan (the Plan), for the Findhorn, Nairn and Speyside (FNS) Local Plan District;

(ii) with the agreement of Highland Council, to publish the Final Report;

(iii) the Plan for Cycle 2 for the Findhorn, Nairn and Speyside Local Plan District; and

(iv) with the agreement of Highland Council, to publish the Plan.

7 Local Flood Risk Management Plan Cycle 2 North East 2022 2028

Under reference to paragraph 11 of the Minute of the meeting of this Committee dated 4 December 2018, a report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee of the proposed publication of the Final Report on the North East Local Flood Risk Management Plan for Cycle 1 and the North East Local Flood Risk Management Plan for Cycle 2.

Following consideration, the Committee agreed:

(i) the Moray Council content of The Local Flood Risk Management Plan (the Plan) Final Report, for the North East (NE) Local Plan District for planning

Cycle 1; and

(ii) the Moray Council content of the Plan for the NE Local Plan District for planning Cycle 2.

8 Update on Council Sandbag Policy and Property Protection Products

Under reference to paragraph 8 of the Minute of the meeting of this Committee dated 25 November 2014, a report by the Depute Chief Executive (Economy, Environment and Finance) asked the Committee to approve a revised policy on the issue of sandbags.

During discussion surrounding public access to sand-bags for those affected by flooding, it was queried whether there was any assistance available to those tenants or home owners who could not afford to purchase sandbags.

In response, Mr Burnish, Senior Engineer (Flood Risk Management) advised that the Scottish Flood Forum Charity can provide support to those affected by flooding.

On hearing the response from Mr Burnish, it was asked that this information be provided on the Council's website.

In response, Mr Burnish agreed to include information regarding support available from the Flood Forum Charity on the Council's website.

Thereafter, the Committee agreed:

(i) the updated Council policy on the issue of sandbags and property protection set out in Appendix 2 of the report;

(ii) to note the property level protection products that were previously sanctioned at committee are now available to purchase; and

(iii) that information regarding support available from the Flood Forum Charity, be included on the Council's website.

9 Nature Restoration Fund Long Term Plan

Under reference to paragraph 8 of the Minute of the meeting of this Committee dated 6 September 2022, a report by the Depute Chief Executive (Economy, Environment and Finance) asked the Committee to approve delegated authority to the Head of Economic Growth and Development to spend grant monies from the Nature Restoration Fund, within the identified priority areas.

Following consideration, the Committee agreed to:

(i) note the challenge of achieving the full benefit of the Nature Restoration Fund each year, due to the short timescale between receipt of the fund and requirement for all project to be completed;

(ii) delegate authority to the Head of Economic Growth and Development to spend direct grant monies from the Nature Restoration Fund, within the

identified priority areas, for the remaining three years of the fund with annual progress reports delivered to this Committee; and

(iii) approve the approach outlined in Paras 5.7-5.9 of the report recognising that staffing constraints will limit the Council's ability to develop projects and funding bids to protect and enhance biodiversity.

10 Order of Business

The Chair noted that item 9a) Climate Change Strategy Update on the Supplementary Agenda had been issued electronically however had not been printed for those Members who receive printed agenda copies and sought the agreement of the Committee to take this item at the end of the meeting to allow a short adjournment to consider the contents of the report. This was agreed.

11 Annual Report on Energy Strategy Actions

Under reference to paragraph 9 of the Minute of this meeting dated 19 October 2021, a report by the Depute Chief Executive (Economy, Environment and Finance) set out the annual energy and water performance of the Council's non-domestic building portfolio in 2021/22.

During discussion surrounding gas consumption for various properties within the Council's property estate, it was queried why Buckie Swimming Pool was not grouped within the sports facilities or secondary schools grouping.

In response, the Property Asset Manager advised that this was how the information had been presented historically and that he would give further consideration on how to refer to Buckie Swimming Pool in future reporting.

Thereafter, the Committee joined the Chair in commending the Service for the savings achieved through the street lighting programme and thereafter agreed to:

(i) note the Annual Energy Report for 2021/22 set out in the report;

(ii) note that in 2021/22 the Council's energy consumption in non-domestic operational properties increased by 14.2%, and the energy bill increased by 19.7% (£543,809);

(iii) approve the revisions made to the council's Heating Policy at Appendix 2 of a 1^{o}C reduction in the temperature set point from 20^{0}C to 19^{0}C and to take account of revised ventilation requirements; and

(iv) approve the interim update of Energy Policy as set out in Appendix 1 of the report, to align with the mandatory targets set by the Scottish Government and agrees that officers review the Energy Policy and Strategy in order to align its goals with the Route Map to Net Zero and the Local Heat and Energy Efficiency Strategy (LHEES);

(v) that consideration be given on how to refer to Buckie Swimming Pool in future reporting.

12 Economic Development Annual Review 2021-22

Under reference to paragraph 9 of the Minute of the meeting of this Committee dated 21 January 2020, a report by the Depute Chief Executive (Economy, Environment and Finance) presented to Committee the Economic Development Annual Review for 2021/22 which provided an overview of the primary economic development activity in Moray in which Moray Council has either been a lead or key partner.

Following consideration, the Committee agreed to approve the publication of the Economic Development annual Review for 2021/22 as set out in Appendix 1 of the report.

13 Suspension of Standing Orders

The Chair sought the agreement of the Committee to suspend Standing Order 75 to allow the meeting to continue beyond 12.45 pm. This was agreed.

14 Performance Report (Economic Growth and Development Services) - Period to September 2022

Under reference to paragraph 5 of the Minute of the meeting of the Moray Council dated 7 August 2019, a report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee of the performance of the service for the period to 30 September 2022

Following consideration, the Committee agreed to note the:

(i) performance in the areas of Service Planning, Service Performance and other related data to the end of September 2022; and

(ii) actions being taken to improve performance where required.

15 Performance Report (Environmental and Commercial Services) - Period to September 2022

Under reference to paragraph 5 of the Minute of the meeting of Moray Council dated 7 August 2019, a report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee of the performance of the service for the period to 30 September 2022.

Following consideration, the Committee agreed to note the:

(i) performance in the areas of Service Planning, Service Performance and other related data to the end of September 2022; and

(ii) actions being taken to improve performance where required.

16 Marine Safety and Operational Update Q2 2022-2023

Under reference to paragraph 6 of the Minute of the meeting of this Committee dated 20 March 2018, a report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee on matters of Marine Safety and compliance with the Port Marine Safety Code (PMSC) for the period Q2 year 2022/23.

Following consideration, the Committee agreed to note the safety performance, fulfilling its function as Duty Holder under the Port Marine Safety Code.

17 Forres Town Centre Improvement Plan - Funding Opportunity

Under reference to paragraph 10 of the Minute of the meeting of this Committee dated 21 June 2022, a report was submitted by the Depute Chief Executive (Economy, Environment and Finance) in terms of the Local Government (Access to Information) Act 1985, on the Chair certifying that, in his opinion it required to be considered on the grounds of urgency in order to give early consideration to the request for approval to submit applications to National Lottery Heritage Fund by the deadline of 17 November and to Historic Environment Scotland by the deadline of 15 December 2022.

Following consideration, the Committee agreed to:

(i) approve the submission of applications for the Development Phase and if successful, to consider a further report in 2023/24 concerning submission of applications for the Delivery Phase; and

(ii) note that £20,000 is proposed as potential Council match funding from the UK Shared Prosperity Fund.

18 Question Time

Under reference to paragraph 14 of the Minute of the meeting of this Committee dated 6 September 2022, Councillor Warren queried where Action Logs and Minutes from Harbour Advisory Committee meetings could be found.

In response, the Head of Environmental and Commercial Services advised that she would liaise with colleagues to find an accessible place to store these.

Under reference to paragraph 17 of the Minute of the meeting of this Committee dated 6 September 2022, Councillor Warren queried whether the Dial M Service could be promoted within sheltered housing accommodation.

In response, the Head of Environmental and Commercial Services advised that the Dial M Service is promoted through community forums and that this would continue with the use of printed materials where required.

Under reference to paragraph 6 of the Minute of the meeting of this Committee dated 6 September 2022, Councillor McBain sought an update in relation to the future of Cloddach Bridge.

In response, the Head of Environmental and Commercial Services advised that, as agreed at the last meeting of this Committee, a productive meeting had taken place where a temporary life extension project was being appraised and that this would be circulated to community representatives and brought to the next meeting of this committee with associated costs.

Councillor Divers noted that only 2 levels of car parking in the St Giles car park are currently being utilised and queried whether this would be adequate to accommodate the Free After 3 initiative in the run up to Christmas.

In response, the Head of Environmental and Commercial Services advised that she was confident there would be adequate parking provision at the St Giles car park.

Councillor Divers queried which service is responsible for advertising on roundabouts in Moray as this is considered to be a potential funding source.

In response, the Head of Environmental and Commercial Services advised that she had responsibility for this and that she would provide Councillor Divers with an update in relation to the number of vacant advertising sites available.

19 Climate Change Strategy Update

Councillors McBain and Warren left the meeting at this juncture.

Under reference to paragraph 18 of the Minute of the meeting of Moray Council dated 6 April 2022, a report by the Depute Chief Executive (Economy, Environment and Finance) provided an update on actions approved within the Climate Change Strategy (CCS) for 2020-2030, consultancy studies, staffing and next steps in order to achieve the Council's declaration of being net zero by 2030.

Following consideration the Committee agreed to note the updates on the CCS actions.

Notice of Motion – Economic and Infrastructure Services Committee on 7 February 2023

Levelling Up Fund

Committee regrets the UK Government's decision to allocate £0 of its £2.1 billion Levelling Up Fund Round 2 to Moray.

Committee commends the work of Council officers in submitting a strong and ambitious bid for funding that would have stimulated the regeneration of the Elgin town centre and created jobs in the area.

Committee instructs the Chair of Economic Development and Infrastructure Services to write to the Secretary of State for Levelling Up to express its dismay at the decision to not allocate any funding to Moray and to ask that it be reversed.

Proposer: Cllr Graham Leadbitter
Seconder: Cllr John Stuart

REPORT TO: **ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 7 FEBRUARY 2023**

SUBJECT: **ROADS ASSET MANAGEMENT PLANNING**

BY: **DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND FINANCE)**

1. REASON FOR REPORT

1.1 To inform the Committee of the latest road network condition information.

1.2 This report is submitted to the Economic Development and Infrastructure Services Committee in terms of Section III (F) 15 of the Council's Scheme of Administration relating to the function of the Council as Roads Authority.

2. RECOMMENDATION

2.1 **It is recommended that the Committee:-**

(i) notes the latest Road Condition Indicator (RCI) results for Moray Council; and

(ii) agrees that the RCI results continue to be monitored and reported back on an annual basis to this committee;

(iii) notes the clear commitment to the use of Road Asset Management Planning in Moray Council.

3. BACKGROUND

3.1 The road network represents the Council’s single largest asset and therefore regular and adequate maintenance is vital to ensure it does not deteriorate materially or become dangerous, and that considerable past investment is not lost. Roads Maintenance covers those activities aimed to preserve the existing roads asset and the gross replacement cost (GRC) has recently been valued at over £1.678 billion.

3.2 The network and associated asset liabilities are increasing year on year as new developments are built and adopted. The charts highlighted in **APPENDIX A** clearly show a trend in how revenue and capital budgets have significantly reduced over a period of time yet more assets are added to the list of public roads for the Council to maintain. This leads to increased costs of complying with

statutory duties; however this has not been recognised by a corresponding increase in budget allocation.

3.3 In simple terms, the base allocation needs a similar enhancement if standards are to be maintained. There is particular budget pressure on our revenue budgets due to the steady increase in the assets over the last five years that the council is required to maintain.

3.4 A detailed financial modelling exercise was undertaken in 2020 which suggested our road conditions would deteriorate to mid table ranking position and that by 2025 significant investment would be needed to address our road conditions from deteriorating beyond this point. However, our RCI position (as detailed in 4.2 below) remains in a relatively healthy position and so the previously planned staged increase of our capital budgets is felt not to be required at this time, although the position will require careful ongoing monitoring.

3.5 Roads maintenance activities have four primary purposes:

- structural maintenance to repair and maintain the fabric of the road network;
- the continued lighting of the network to support a safe and free flow for both vehicular and pedestrian traffic;
- traffic management and road safety aspects to provide for the safe movement of traffic, including cyclists, pedestrians and other vulnerable groups;
- other routine functions of a reactive or environmental nature needed to remove hazards to road users, to prevent deterioration to the fabric of the road, and to keep the network clean and attractive.

3.6 The condition of the council's road network is monitored via the Scottish Road Maintenance Condition Survey (SRMCS) which is a Scotland-wide machine-based survey, the results of which are used to calculate a Road Condition Indicator (RCI). The RCI provides information about which sections of a network should be considered for planned maintenance soon, which sections should be investigated to determine the optimum time for maintenance and which sections are generally in a good state of repair (these three categories are colloquially known as "red", "amber", and "green" lengths).

3.7 It is worth noting how and where these (SRMCS) surveys are undertaken on the different road classification types throughout Moray and what proportions of the council's network are surveyed each year.

- A class roads - 100% / year (in one direction; alternates direction each year).
- B & C class roads - 50% / year (in one direction; alternates each time a length of road is surveyed).
- Unclassified roads - 10% / year (in one direction).

3.8 The RCI in Scotland is the proportion of the network falling within Red and Amber and reported as a % figure. In simple terms, a higher percentage represents a worse road condition. The RCI is reported to Audit Scotland every year as a Statutory Performance Indicator and reported along with the RCI for all other Scottish Local Authorities.

3.9 This report summarises the latest RCI results and highlights what significant factors have changed since the previous survey was undertaken.

4. LATEST ROAD CONDITION INDICATOR (RCI) & RANKINGS (2021/23)

4.1 Following the completion of the road condition surveys undertaken in 2022, the council has now received the latest RCI % figures. Table 1 below details the current RCI % figures and ranking position in comparison with other Scottish Authorities for previous years.

Table 1: RCI (%) and ranking position

Network	2017-19		2018-20		2019-21		2020-22		2021-23	
	RCI	Ranking	RCI	Ranking	RCI	Ranking	RCI	Ranking	RCI	Ranking
Whole Network	29.1%	4	30.6%	8	28.5%	6	25.5%	3	25.2%	3
A Class	28.6%	21	29.2%	20	26.6%	17	23.2%	11	24.1%	14
B Class	25.6%	13	25.8%	12	22.3%	6	18.3%	3	18.4%	3
C Class	28.1%	8	25.2%	7	21.3%	5	19.3%	4	20.6%	5
A,B,C Class	27.3%	9	26.2%	8	22.7%	6	19.7%	4	20.5%	5
Unclassified	31.1%	6	35.5%	16	35.0%	14	32.0%	11	30.3%	9

4.2 The ranking shown above is the Council's position when all 32 Local Authorities are ordered by ascending RCI, 1st ranking is the best and 32nd the worst. A change in ranking may be due to a change in our road condition, but can also be due to the road condition in other authorities improving or deteriorating depending upon how they are prioritising investment in their road network.

4.3 The Scottish Average RCI has improved in each of the last 5 years, meaning that overall the road condition nationwide is improving.

4.4 It can be noted from Table 1 above that the council's A, B & C classification roads have all deteriorated from last year's results as their respective RCI % scores have increased. However, Moray's unclassified roads network has seen a reduction in RCI percentage of 1.7% which means that there has been an improvement within this area.

4.5 The whole network RCI % score has decreased slightly which again suggests that our road condition has improved. However, it must be pointed out that the condition of the unclassified network strongly influences the overall whole network RCI due to this road classification representing almost half of the overall road length in Moray. The manner in which the road surveys are undertaken also has a bearing as only 10% of the unclassified road network is surveyed each year in one direction of travel only (compared to 100% of A class roads and 50% of B & C class roads).

4.6 The scores for the unclassified class network are the most unreliable component of the RCI (due to its small sample size), however due to our network being almost 50% U Class, these scores can have a disproportionately positive or negative effect on the whole network RCI.

5. OUR ASSET MANAGEMENT APPROACH

5.1 Moray's road maintenance capital programmes of works are prepared by taking an asset management approach which involves using robust data to make good, informed decisions about how we manage and maintain the road network as effectively as possible.

5.2 The benefits of this approach are now widely recognised. The Scottish Government, both the previous and current administrations, have stressed the importance of road asset management in order to deliver some of the required public-sector efficiencies and nearly all roads authorities now either have an asset management plan or are actively working on one.

5.3 Asset management is an approach which focuses on getting the best long-term value for money as opposed to a short-term approach which might prioritise immediate repairs over preventative work to preserve the asset and extend its life. In taking this approach, officers look at the long-term costs and consequences of the choices being made. In short, asset management is all about good, informed decision making.

5.4 What this means for road maintenance is that officers consider over a much longer term all the council's roads in relation to one another when working out which ones to maintain or repair first, rather than automatically fixing the roads which look worst. This enables the best use of the limited resources available but this can sometimes cause confusion when the general public see the council working on roads that appear to be in better condition than some others. **APPENDIX B** provides additional information in more detail on the range and benefits of the treatment options available and incorporated throughout Moray.

5.5 Maintaining the council's assets to current levels would require additional investment due to inflation, network growth and normal ongoing deterioration. The general trend in Scotland is an improving RCI - therefore the council would most likely drop in the ranking tables despite standing still with the same RCI figure. The annual review and mid table indicator will ensure this is monitored.

6. SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))

Several objectives of these plans are influenced by the condition of the public roads network.

A Growing, Diverse and Sustainable Economy – the public road network is used by all sections of society, to access shops and services and to transport goods within and to and from Moray.

Building a better future for children and young people in Moray encouraging active travel options of walking and cycling require well maintained, and adequately treated during the winter months, facilities.

Empowering and connecting communities – road and footway hazards have the potential to cause injury. Winter gritting provision contributes to making

communities safer.

(b) Policy and Legal

The Council is responsible for the maintenance of 1558km of road network which have been adopted by the Local Authority in terms of the Roads (Scotland) Act 1984. The Act places a duty on the Local Authority to maintain the roads, lighting units and structures so adopted, but does not prescribe the level of maintenance to be delivered.

The Well-managed Highway Infrastructure Code of Practice identifies good practice, and consideration has to be given to this advice.

(c) Financial implications

The current 10 year capital plan recognises the need for investment and this will continue to be reviewed to reflect implications of the RCI indicators in the future.

The increase in the network and assets that we have a statutory duty to maintain is creating additional budget pressure on our revenue budgets.

(d) Risk Implications

Pressure on general maintenance budgets will increase in terms of reactive maintenance as carriageway conditions deteriorate.

(e) Staffing Implications

There are no staffing implications as a result of this report.

(f) Property

There are no property implications as a result of this report.

(g) Equalities/Socio Economic Impact

There are no equalities implications as a result of this report.

(h) Climate Change and Biodiversity Impacts

There are no direct climate change implications as a result of this report.

(i) Consultations

Depute Chief Executive (Economy, Environment and Finance), Head of Environmental and Commercial Services, Chief Financial Officer, Legal Services Manager, the Equal Opportunities Officer and L Rowan, Committee Services Officer have been consulted and any comments taken into consideration.

7. CONCLUSION

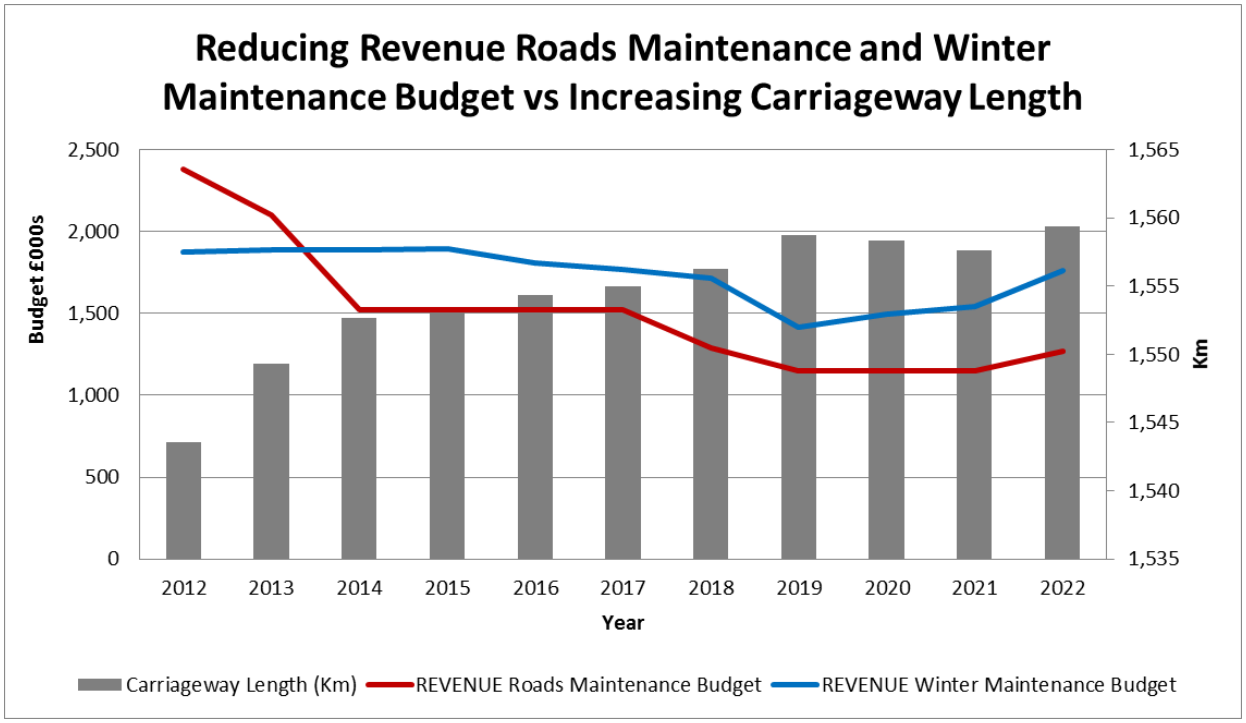
7.1 **The report highlights the current, most up to date, RCI position and whilst the overall ranking confirms Moray is in a strong position at a national level this should be treated with some caution. While the council's A, B and C classification roads have all seen their respective RCI index score deteriorate, the whole network score has improved and with this in mind, it is suggested that the capital investment proposed within 10 year capital plan, which is subject to full Council approval in March remains at current levels moving forward.**

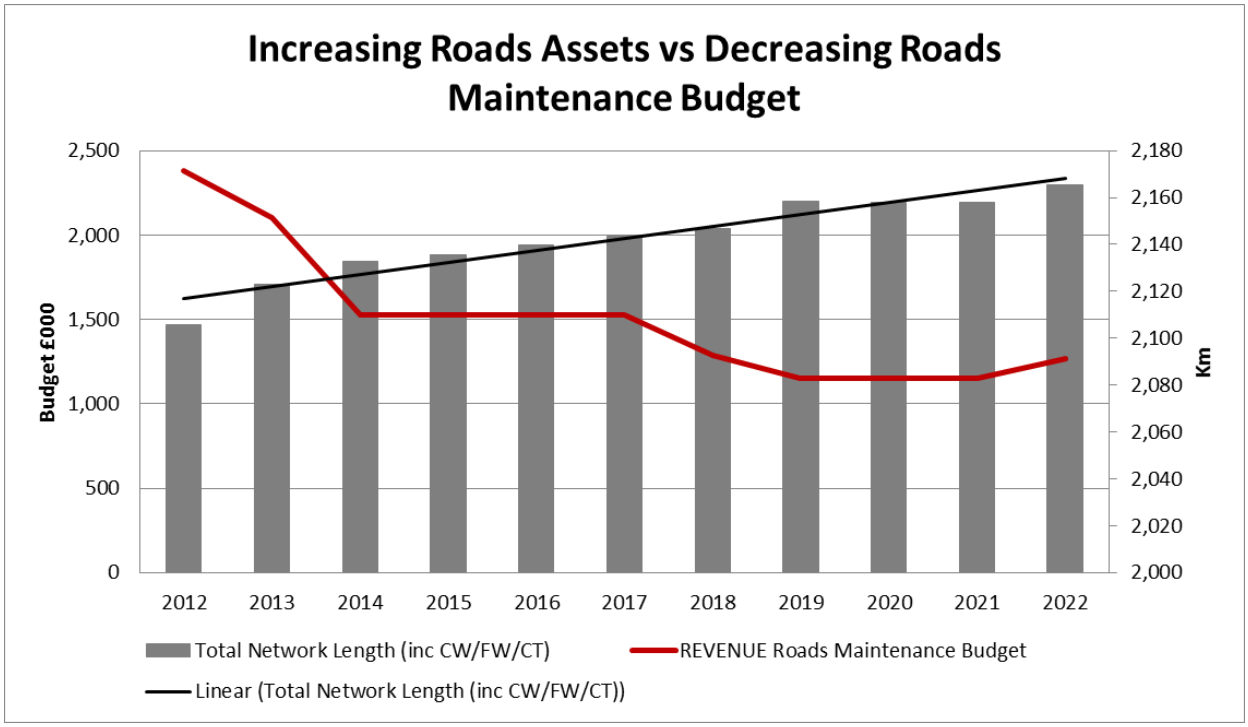
Author of Report: Mark Atherton, Roads Maintenance Manager

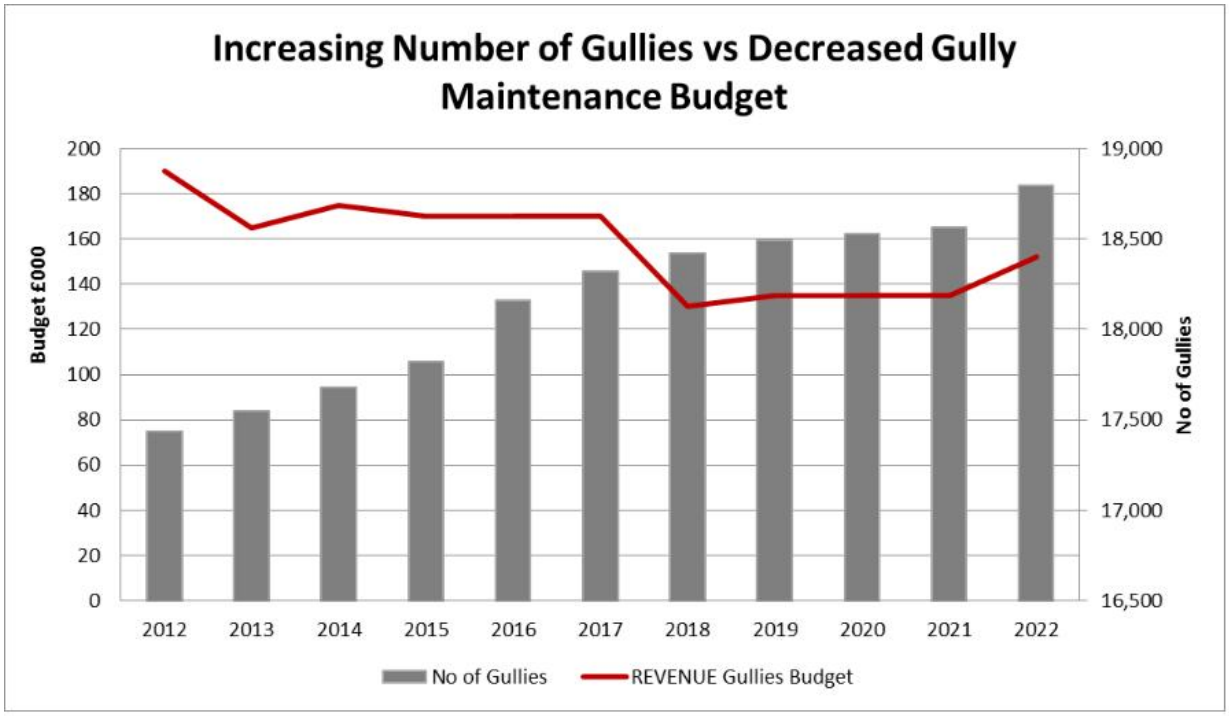
Background Papers:

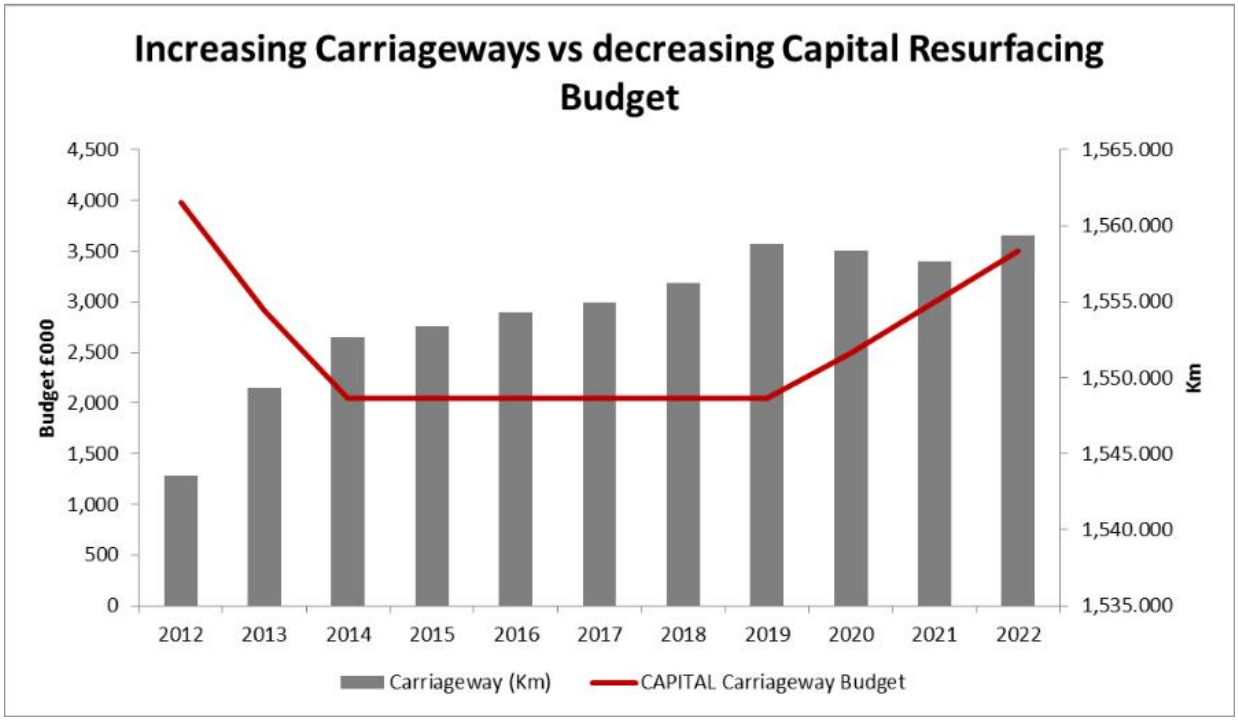
Ref: SPMAN-424642768-836

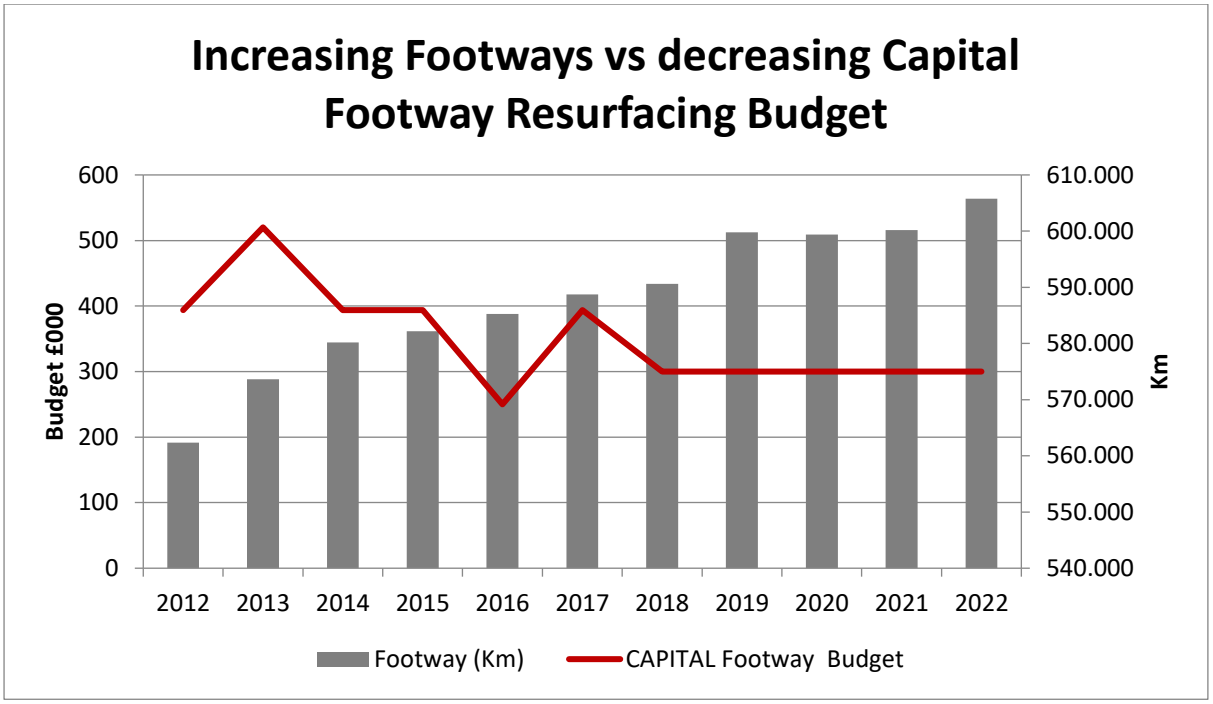
Appendix A – Revenue budget charts

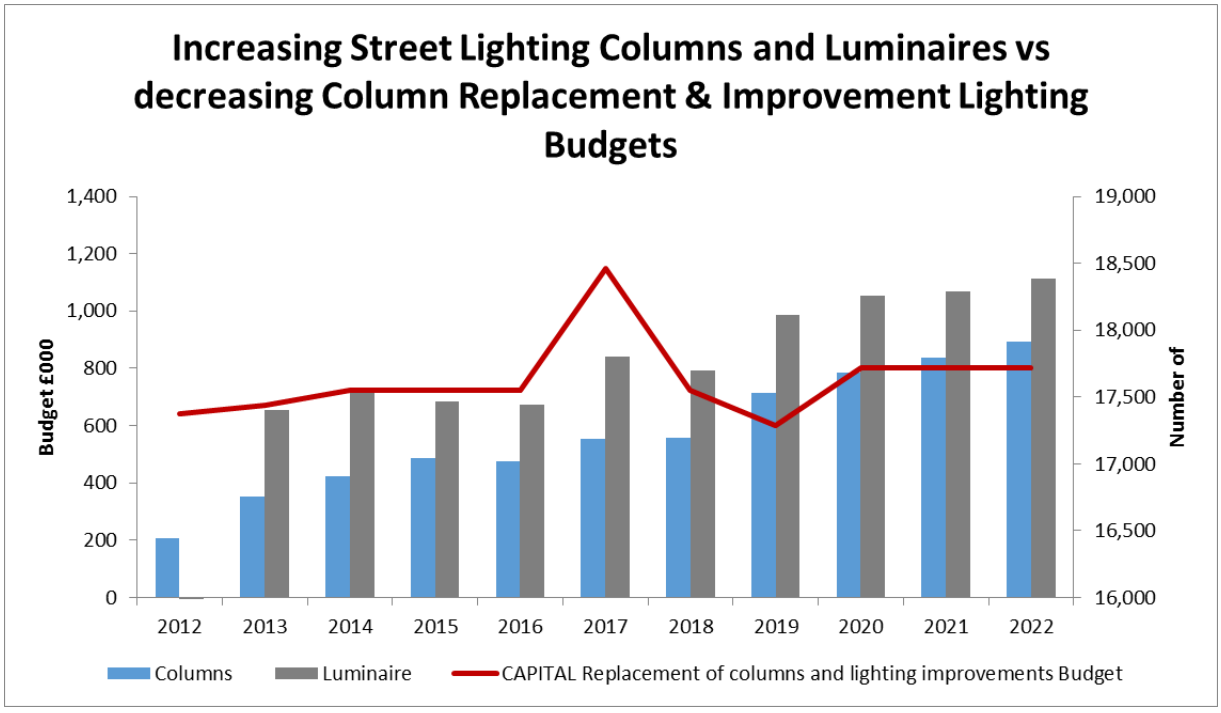





Increasing Number of Gullies vs Decreased Gully Maintenance Budget
Budget £000
No of Gullies
200
180
160
140
120
100
80
60
40
20
0
19,000
18,500
18,000
17,500
17,000
16,500
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
No of Gullies
REVENUE Gullies Budget


Increasing Carriageways vs decreasing Capital Resurfacing Budget
Budget £000
Km
4,500
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
0
1,565.000
1,560.000
1,555.000
1,550.000
1,545.000
1,540.000
1,535.000
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
Carriageway (Km)
CAPITAL Carriageway Budget


Increasing Footways vs decreasing Capital Footway Resurfacing Budget
Budget £000
Km
600
500
400
300
200
100
0
610.000
600.000
590.000
580.000
570.000
560.000
550.000
540.000
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
Footway (Km)
CAPITAL Footway Budget


Increasing Street Lighting Columns and Luminaires vs decreasing Column Replacement & Improvement Lighting Budgets
Budget £000
Number of
1,400
1,200
1,000
800
600
400
200
0
19,000
18,500
18,000
17,500
17,000
16,500
16,000
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
Columns
Luminaire
CAPITAL Replacement of columns and lighting improvements Budget

APPENDIX B - Treatment Options

The content below aims to provide members with additional background which explains in more detail the range and benefits of the treatment options available and used in Moray.

1 Treatment Options

Carriageway maintenance treatments can be grouped in to 3 broad categories;
- Surface Dressing
- Resurfacing
- Recycling / Reconstruction

Each has a different range of benefits and costs, and some are only appropriate under certain circumstances.

Surface dressing

Surface treatments include surface dressing and thin surfacing such as micro asphalts. These all involve laying a thin layer over the top of the existing road to seal the surface and restore grip, thereby extending the life of the road. They will also rectify surface defects like cracks and potholes, either as part of the treatment process or through pre-patching works done to the more significant defects in advance of the surface treatment.

This treatment is based on preventing damage from water getting into the road layers, and restores surface texture to improve skid resistance.
Surface dressing doesn't add any strength to the road, but it does maintain an already strong road in a strong condition for longer.
Surface dressing treatment costs approximately £3-5 per m2, instead of resurfacing which can be anything from £25-50 per m2.

Resurfacing

Resurfacing usually involves removing and replacing the existing road surface (although it is sometimes possible to lay the new surface on top of the old). Resurfacing differs from a surface treatment by using a thicker layer of material; usually at least 30mm thick and sometimes 100mm or more if several layers of the road are replaced.
Resurfacing restores the road surface to a new condition, removing surface problems and most unevenness.

Reconstruction

Rebuilding works like recycling or reconstruction involve digging down to repair or replace some or all of the foundation layers of the road and then putting a new surface back on top. Limited areas of reconstruction are sometimes used to solve localised problems as part of a resurfacing scheme.

The different treatments offer a different range of benefits. Selecting the right treatment for a particular road will depend on many things including the condition and construction of the road and the amount and type of traffic that use it. Each situation is unique and a number of factors are considered to ensure road needs and treatment are considered on its merits.

The range of treatment options available which are commonly used throughout Moray are highlighted in a series of photographs, see below, which provides a brief summary of what is involved in the works.

Surface Dressing

Before	Cracks are visible in the old road surface – the dressing will fill and seal these.	
After	The same road during the surface dressing process. A layer of hot bitumen list sprayed fist followed by a layer of stone chippings.	

Recycling

During	The recycling process starts by breaking up the old surface	
During	The picture on the right shows the heart of the retread operation; the broken up material is remixed and leveled on site with additional binder to create a suitable base for the new surface.	
After	The same location is shown after the surface dressing stage is complete	

Resurfacing / Reconstruction

Before	The old surface was heavily cracked because it had become old and brittle. Because of the nature of the road and the degree of cracking, the surface needed to be replaced, not just sealed.	
During	The first stage is to remove the old surface, this is carried out by a planing machine. The new surface is laid by a paving machine using hot material delivered in insulated lorries. The paver lays it in an even layer out of the back of the machine.	
After	The completed surface	

REPORT TO: **ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 07 FEBRUARY 2023**

SUBJECT: **ELECTRIC VEHICLE INFRASTRUCTURE FUND STRATEGY AND EXPANSION PLAN**

BY: **DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND FINANCE)**

1. REASON FOR REPORT

1.1 To inform the Committee of proposals for the future operation and expansion of the publically available electric vehicle charging infrastructure in Moray. This report covers publically available charging infrastructure only. The decarbonising of the Moray Council's fleet and the requirements for supporting electric vehicle infrastructure to service the fleet will be the subject of a separate report to this Committee.

1.2 This report is submitted to Committee in terms of Section II (F) (17) of the Council's Scheme of Administration relating to traffic management.

2. RECOMMENDATION

2.1 It is recommended that Committee:

(i) notes that the availability of future grant funding for the expansion of the electric vehicle charging infrastructure is subject to having an approved Strategy and Expansion Plan which meets the criteria set by Scottish Government; and

(ii) approves the draft Electric Vehicle Infrastructure Strategy and Expansion Plan attached as Appendix 1 and grant delegated authority to the Head of Environmental and Commercial Services to approve the final version following any feedback received from Scottish Futures Trust and Transport Scotland.

3. BACKGROUND

3.1 The Scottish Government's Programme for Government includes a commitment to phase out new petrol and diesel cars and vans across Scotland by 2032. Electric vehicles are, at this time, the main solution to providing mobility without the use of fossil fuels and are widely expected to

continue to play an important role in achieving reductions in transport related emissions.

3.2 This report seeks approval of a draft Strategy and Expansion Plan for the publically available electric vehicle charging infrastructure in Moray, which in summary:

- Identifies locations for the expansion of the publically available charging network which would better meet future demand;
- Highlights that at new and existing charging sites, the council retains ownership of connections to the grid; and
- Recommends that a concession based approach to the future operation of the Council owned network is followed where private suppliers/operators own and operate the above ground infrastructure.

3.3 To date the provision of Council operated publically available electric vehicle charging infrastructure in Scotland has, in the main, been through an annual Local Authority Improvement Programme (LAIP) grant from Scottish Government (SG). Since 2014, twenty six chargers (each with two charge posts) have been provided in Moray through the utilisation of this grant, with a further two chargers as part of the Low Carbon Travel and Transport funding for the Speyside Low Carbon Hub.

3.4 There has been no grant funding for the operation and maintenance of the publically available chargers. The newer chargers are still covered by their 5 year warranty, which was paid for through the LAIP grant as part of the installation costs. However, costs associated with the maintenance of the older chargers, which are now outwith their original 5 year warranty, are met through revenue budgets. Whilst there is some income from the chargers, which can offset the maintenance costs, not all chargers are commercially viable and as the assets age, maintenance costs will increase.

3.5 In January 2022 SG published its draft Vision for Scotland's Public Electric Vehicle Charging Network. At the same time it announced that it would no longer provide an annual LAIP grant to Local Authorities. SG has set up a new £60 million fund, the Electric Vehicle Infrastructure Fund (EVIF), of which approximately half would be from private sector investment. There was also information regarding the withdrawal of funding for the Charge Place Scotland 'back of office' system, which the Council owned chargers in Moray use. SG will be withdrawing this funding in March 2025, after which there will be a cost to Councils for the use of this, or any other, 'back of office' system.

3.6 Scottish Futures Trust (SFT) are supporting SG in the management and delivery of the EVIF. To apply to the fund, Local Authorities are required to prepare and submit a Public Electric Vehicle Charging Strategy and Expansion Plan, along with a supporting Business Case. The submission of the supporting business case is to demonstrate commercial viability of existing charging infrastructure and of future expansion plans. SFT and SG note that not all charging infrastructure will be commercially viable, in particular chargers in remote rural areas where there is a lower population base.

3.7 SFT provided a template for the strategy and expansion plan, along with datasets, financial models and GIS mapping to support Local Authorities. This approach enables SFT and SG to readily compare the strategies and expansion plans across Local Authority areas. It also enables the direct comparison of the Business Cases to identify which Local Authority areas will require additional grant funding, as not all of their charging network may be commercially viable.

3.8 In May 2022 SG provided Local Authorities with an enabling grant to assist with the preparation and submission of their Strategy and Expansion Plan and the supporting Business Case. The deadline for the submission was the beginning of December 2022. SFT were aware that submissions would still require Committee approval and were content to receive submissions in draft. At the time of drafting this report (December 2022), SFT had received six draft Strategies and Business Cases for review, which cover nine Local Authority areas, including Moray. The deadline for submission was subsequently extended to 31 January 2023 with a continued acknowledgement that submissions may still require Committee approval. We are currently awaiting comments on the submission from SFT.

4. DRAFT STRATEGY AND EXPANSION PLAN

4.1 The draft Strategy and Expansion Plan has been developed with the assistance of consultants, following the guidance provided by Scottish Futures Trust. Electric vehicles and associated charging infrastructure are an evolving area subject to change. The draft Strategy and Expansion Plan acknowledges this and leaves scope for further development through the utilisation of future enabling grants from Scottish Government, anticipated for financial years 2023/24 to 2025/26.

4.2 The Strategy and Expansion Plan is required to demonstrate the Economic, Commercial and Management Cases for the future investment in the charging network and follow the SFT guidance, which sets out the following pre-defined vision, outcomes and priorities:

- A well-designed, comprehensive and people-focussed network;
- An accessible, and reliable public network of charge posts which works for everyone;
- Supporting the principle of a ‘Just Transition’;
- Attracts private sector investment; and
- Supporting active travel and public transport choices.

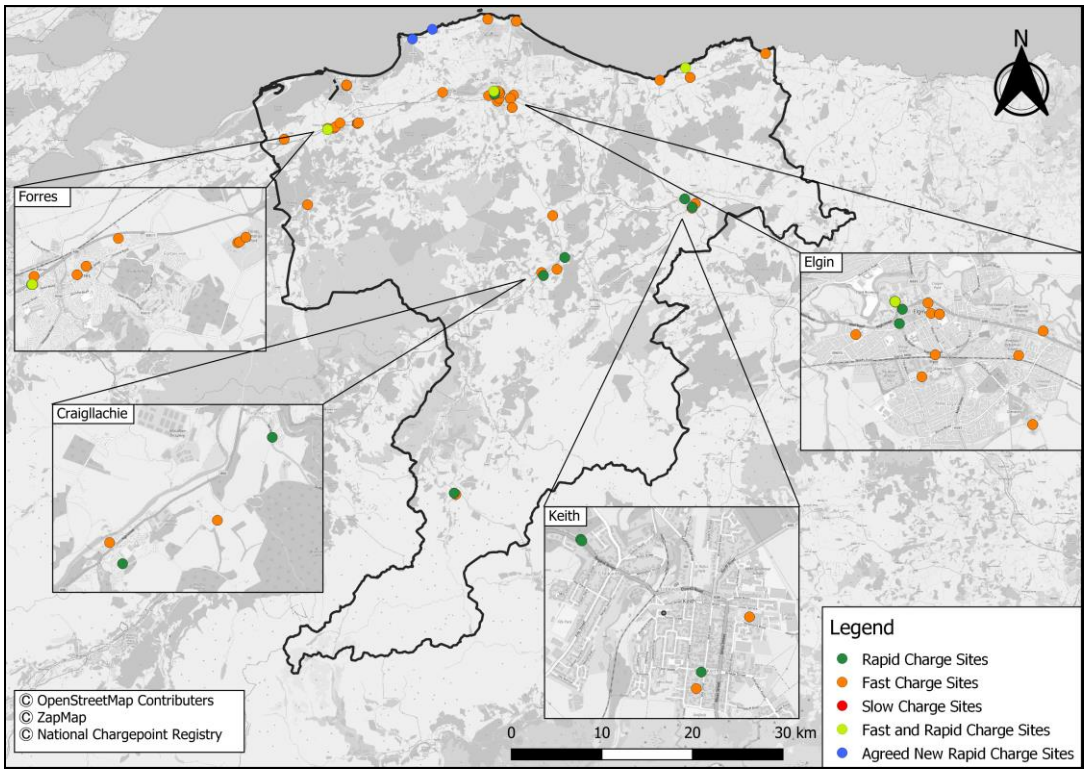
4.3 The SFT guidance also sets out the structure and information required for the Strategy and Expansion Plan to qualify for consideration for funding. This information includes:

- a description of the baseline conditions;
- the modelling of the future demand for charging infrastructure;
- the locations and specification for new charging infrastructure;
- the estimated costs; and
- the preferred future operating model for the network.

Economic Case

4.4 There are currently 90 electric vehicle charging posts available on the network in Moray for use by the public, of which only 28 are Council owned and operated. The charge posts are predominantly located within the main settlements of Elgin, Forres and Keith, which are sited on the A96 east-west corridor and along the A95 corridor. Other towns with fewer charge posts include Buckie, Dufftown and Lossiemouth. The locations of the Moray Council owned charge posts are shown below:

Locations of Existing EV Charging Infrastructure (Council and other Operators)



4.5 The draft Strategy and Expansion Plan has been developed using a demand forecasting model provided by SFT. The model takes into account population and economic forecasts, to provide future predictions around charging behaviour and subsequent infrastructure requirements. The forecasting was undertaken for three scenarios, Low, Medium and High as set out in the SFT guidance.

4.6 Separate data was provided by SFT, which determined whether an individual residential property had access to off-street parking. This data enabled the identification of the areas within settlements where there may be demand for on-street charging infrastructure e.g. in the historic areas of coastal communities such as Cullen, Hopeman etc.

4.7 The preferred mix of charging posts was then identified from the forecasting information for each of the settlements in Moray. This preferred mix was compared to the existing charge point provision (all publically available charge posts regardless of ownership) to identify the locations where additional

charge posts would be required to meet the forecast demand. The total number and mix of charge posts for Moray to meet the demand would be:

Number of Existing and Forecast EV Charge Posts with Settlements

	Residential On-Street (Slow)		Destination (Fast)		On Route (Rapid)	
	Existing	**Forecast**	**Existing**	**Forecast**	**Existing**	**Forecast**
Moray	2	82	54	71	19	70

Note: there are 90 existing charge posts across Moray, 15 of which lie out with settlement boundaries.

4.8 The provision of new charge posts is being considered on a staged approach with Stage 1 focussing on expanding provision within Moray Council public car parks and on other Council controlled parking areas. The provision and locations for on-street charging facilities, which is a fast evolving market, will be considered as part of Stage 2 of the Strategy and would be subject to the provision of further enabling funding from SG.

4.9 Preferred sites were assessed against the following criteria and given a score for each criteria to identify the sites, which could be prioritised in terms of meeting forecast demand and their potential commercial viability:

- Security of location;
- Commercial charging potential;
- Power connection rating;
- Residential charging potential;
- Destination charging potential;
- On-route charging potential; and
- Electric vehicle uptake of the wider area.

4.10 This process narrowed the number of sites down to twenty one across the various settlements in Moray as shown in the table below, with a total of 61 charging posts provided across the sites. It should be noted that this number is lower than the forecast demand of 141 destination/on-route charging posts shown in Table 4.7 above. At the present time a significant number of publically available charge posts have been provided within supermarket car parks, by community groups etc. and other providers will continue to look at charging infrastructure and make their own cases.

Stage 1 – Off-Street EV Charging Sites

Settlement	**Car Park**	**No. of Existing Chargers**	**No. of Proposed Chargers**
Buckie	North Pringle Street	0	5
Buckie	Cluny Square	0	2
Buckie	Newlands Lane	0	4
Burghead	Station Road	0	4
Cullen	The Square	1	3
Dufftown	The Square	0	3
Dyke	The Hall	0	4

Elgin	North Port	1	4
Elgin	Elgin Railway Station	1*	2
Elgin	Hall Place	0	4
Elgin	Cooper Park	0	4
Fochabers	The Square	0	3
Forres	Tulloch Park	1	3
Forres	Leask Road	1	3
Forres	Leys Road	0	5
Keith	Mid Street	0	1
Keith	Innes Lane	0	1
Keith	Bankers Lane	0	1
Lossiemouth	Gregory Place	0	2
Lossiemouth	East Beach	0	2
Lossiemouth	Station Park	1	1
Total		**6**	**61**

** existing charger owned by Network Rail*

4.11 The outline costs for each site were estimated on the basis of default costs provided by SFT and any known site specific information. Using these outline costs the total estimated capital cost for the preferred Stage 1 off-street sites shown in the above table was determined as £1,652,350.

Commercial Case

4.12 SFT provided a spreadsheet modelling tool to determine the expected expense and revenue from the existing and proposed future publically available charging infrastructure. The use of this tool ensures that all Local Authorities future applications to the EVIF are readily comparable and provides an evidence base for the awarding of grants.

4.13 The expected level of private investment capital is currently unknown. However based on current and forecast low levels of utilisation of publically available charging infrastructure in Moray, the modelling determined that there would be limited profit to be gained by the private sector in the short/medium term.

4.14 There are a number of delivery options for the future operation of the publically available charge posts in Moray, both existing and new, which have been identified by SFT:

1. The charging network is owned and operated by the Local Authority;
2. The charging network is owned by the Council and leased to an operator (a 'Landlord' approach);
3. The charging network is owned by the Council, leased to an operator with conditions which enable continued oversight by the Council (Landlord plus); and
4. The charging network is operated and expanded as a contractual joint venture, as a time limited concession where there is Local Authority oversight.

4.15 Option 4 has been identified as the most suitable operation model for Moray Council's chargers as it enables a more collaborative approach and greater oversight of the delivery of the service. The chargers would be operated by private companies on a concession basis, with the Council retaining land ownership and the responsibility for all underground infrastructure. The operator would operate, maintain and ultimately replace the above ground infrastructure.

4.16 This option would remove the on-going costs of running the chargers but retain oversight to ensure that the operator continued to provide an acceptable level of service, e.g. ensured that any repairs required were undertaken within a stated time period etc.

Financial Case

4.17 As part of the development of the Strategy and Expansion Plan, initial discussions were held with a number of existing Charge Point Operators (CPOs), to determine whether there would be market interest in operating and expanding the charging network in Moray. Whilst these operators showed an interest in having a presence in Moray, there would be no confirmed committed commercial interest, until a procurement exercise had been undertaken.

4.18 Highland, Aberdeenshire and Aberdeen City are currently undertaking such a procurement exercise as part of their 'Pathfinder' project for the operation and extension of their charging networks. Whilst this exercise is focussed specifically on those Council areas and their plans, within the documentation Moray has been included as a potential partner. The results of this exercise will provide clearer evidence of interest in the north-east and highland areas of Scotland.

4.19 The Financial Case highlights that there are some existing and future charging locations, which are likely to see low utilisation rates. It is expected there would need to be government funding in the short to medium term, to cover initial infrastructure costs and the ongoing maintenance of some sites. It has been assumed in the Financial Case that there would be no funding available from Council revenue budgets to support the operation and maintenance of the chargers. Investment by the Council is expected to be focussed on the provision and operation of charging infrastructure to serve the Council's fleet vehicles, as this dedicated provision is outside the scope of the public charging network.

4.20 Taking into consideration the available sources of funding; the modelling undertaken to determine the viability of the charging infrastructure; and the forecast future demand for charging, it is expected that grant funding in the range of £600,000 to £1,000,000 would be required to deliver the planned Stage 1 (off-street) EV infrastructure for Moray.

Management Case

4.21 The final section of the Strategy and Expansion Plan sets out the governance and management of expansion plan; the risks and their mitigation; and the

timetable and next steps, should funding be granted. This information provides evidence to the funder that there would be suitably qualified and experienced staff working on the delivery of the charging infrastructure and partnership working with private investors.

5. NEXT STEPS

5.1 The draft Strategy and Expansion Plan was submitted to SFT on 6 December 2022 for their consideration and comments. As part of the submission it was noted that approval from this Committee would be sought in February and that there may be amendments to the plan as part of that process.

5.2 It is anticipated that there will be further enabling funding provided for the next three years, to further develop and implement the Strategy and Expansion Plan. This funding will be used to identify specific sites for on-street charging in Moray (Stage 2), and part fund a shared post within HiTRANS to enable collaboration across a number of authorities in the north of Scotland and across the islands.

5.3 The HiTRANS officer would represent the Council in the 'Pathfinder Project' which covers Highland, Aberdeenshire and Aberdeen City councils. The 'Pathfinder Project' is currently advertising a Prior Information Notice (PIN) which is seeking expressions of interest from private operators to explore potential delivery options for delivering EV charging infrastructure. Collaborative working across local authorities is encouraged as part of the Scottish Government draft vision for Scotland's Public Electric Vehicle Charging Network, and by being part of a wider regional approach may make Moray more attractive to private investment.

5.4 Depending on the outcome of the PIN, calling off any contracts set up as part of the 'Pathfinder Project' could reduce the workload on officers within Procurement and other support services within the Council.

5.5 Subject to awarding of grant funding from the EVIF and utilising the market information gleaned from the Pathfinder Project, the existing chargers and new sites would be packaged up into 'lots', which would include a mix of commercially attractive sites and those less so. These 'lots' would then be offered either through calling off any Pathfinder Project contracts or through a separate procurement Moray Council led procurement exercise for a future operator and private sector investment in the network.

6. SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))

The Strategy and Expansion Plan sits within the approach of the council in its Corporate Plan of looking after the world we live in, whilst supporting the priority of creating a sustainable council through seeking grant funding and commercial partners to provide and operate the publically available electric vehicle infrastructure in Moray.

(b) Policy and Legal

Scottish Government's draft vision for Scotland's Public Electric Vehicle Charging Network sets out the future approach to funding to provide, expand and operate the network. The draft Strategy and Expansion Plan and supporting Business Case have been prepared taking the draft vision into account and following the template and guidelines, and using the supporting data provided by Scottish Government and Scottish Futures Trust.

(c) Financial implications

Corporate Management Team Additional Expenditure Warning

When the Council approved the budget for 2022/23 on 22 February 2022 (paragraph 3 of the Minute refers) it balanced only by using reserves and one-off financial flexibilities. The indicative 3 year budget showed a likely requirement to continue to make savings in the order of £20 million in the next two years. All financial decisions must be made in this context and only essential additional expenditure should be agreed in the course of the year. In making this determination the committee should consider whether the financial risk to the Council of incurring additional expenditure outweighs the risk to the Council of not incurring that expenditure, as set out in the risk section below and whether a decision on funding could reasonably be deferred until the budget for future years is approved.

The operation and maintenance costs of the council's existing charging infrastructure are met through revenue budgets, utilising the income from the charge posts. As the existing infrastructure gets older, maintenance costs are likely to increase.

(d) Risk Implications

Without an approved Electric Vehicle Infrastructure Strategy and Expansion Plan the Council will be unable to make applications to the Scottish Government Electric Vehicle Infrastructure Fund (EVIF), which aims to provide £60m of funding to support the expansion of the publically available charging network in Scotland.

For EV charging sites within off-street car parks and on Council Land which is part of 'Common Good' there may be a requirement to gain Court Consent to enable a private operator to install and/or operate above ground infrastructure.

(e) Staffing Implications

There are no staffing implications arising from this report as the delivery of the draft Electric Vehicle Infrastructure Strategy and Expansion Plan is part of existing staff duties. However the delivery and implementation of the strategy and expansion plan will require staff input from Procurement, Legal and Property Services. These services are all currently operating at capacity and the implementation and on-going management of the strategy may require additional resource, outsourcing or other work to be de-prioritised.

Part of the EVIF enabling grant from Scottish Government will be used to contribute towards a HiTrans officer acting as a shared resource to enable collaboration across a number of authorities in the north of Scotland and across the islands, and to represent the Council in the Pathfinder project which covers Highland, Aberdeenshire and Aberdeen City councils. Collaborative working across local authorities is encouraged as part of the Scottish Government draft vision for Scotland's Public Electric Vehicle Charging Network.

(f) Property

The location of existing Moray Council charging infrastructure is within public car parks and on Council and Common Good assets. The plans for expansion focus on locations under the control of the Council. Community Asset Transfers (CATs) may reduce the number of locations available. The inclusion of some sites within the Expansion Plan may mean that they are no longer suitable for a CAT.

(g) Equalities/Socio Economic Impact

The strategy and expansion plan has been developed following the guidance provided by Scottish Government, Scottish Futures Trust Public EV Charging Strategy and Expansion Plan Template. This guidance includes specific consideration of the provision of electric vehicle charging infrastructure on the relevant protected characteristics in Section 4.2 of the draft Strategy and Expansion Plan, as required by the SG guidance. New guidance on the design of charging infrastructure, to ensure that where practical it is fully accessible, is being developed by Scottish Government. Any new charging infrastructure will be required to follow this guidance.

(h) Climate Change and Biodiversity Impacts

Developing a strategy and guidance for the provision of publically available electric vehicle charging infrastructure is one of the key actions in the Council's Route Map to Net Zero, which supports the Council's Climate Change Strategy.

Providing publically available charging infrastructure supports and encourages the change from fossil fuelled vehicles to electric and hybrid vehicles through addressing issues such as 'range anxiety' and providing charging facilities for households with no off-street parking. The use of electric and hybrid vehicles reduces emissions, which supports nature recovery and the overall improvement of environments.

(i) Consultations

The Depute Chief Executive (Economy, Environment and Finance), Legal Services Manager, Chief Financial Officer, Equalities Officer, Principal Climate Change Officer, Assistant Procurement Manager, Estates Manager (Commercial Buildings) and Committee Services Officer (L Rowan) have been consulted and their comments incorporated into the report.

7. CONCLUSION

7.1 An Electric Vehicle Infrastructure Strategy and Expansion Plan is one of the conditions to be met to enable applications to Scottish Government funding for new charging facilities and for the subsidising of locations where the provision and operation of charging infrastructure is not commercially viable.

7.2 Having a strategy and expansion plan will direct new charging infrastructure to locations which support demand for charging and identify their commercial viability, which in turn will assist in attracting commercial operators/private investment to Moray.

7.3 Retaining control of infrastructure sites but seeking to set up a concession for the provision of new and operation of existing infrastructure to commercial operators to reduce the risk to the council and remove the requirement for revenue funding for the on-going operation and maintenance of these Council assets.

Author of Report: Diane Anderson

Background Papers: Previous committee report from 8 February 2022 Charges for Electric Vehicle Charging

Ref: SPMAN-524642768-825

Scottish Futures Trust

ELECTRIC VEHICLE INFRASTRUCTURE FUND

PUBLIC EV CHARGING – MORAY STRATEGY & EXPANSION PLAN

20 January 2023

Contents

Glossary

BEV	Battery electric vehicle
COSLA	Convention of Scottish Local Authorities
DNO	Distribution Network Operator
EST	Energy Savings Trust
EV	Electric Vehicle
EVI	Publicly available electric vehicle infrastructure including charging posts as well as any solar panels, battery storage and associate works.
HiTRANS	Highlands and Islands Transport Partnership
PHEV	Plug in hybrid vehicle
PIV	Plug in Vehicle which includes BEVs and PHEVs
RCV	Refuse Collection Vehicle
SCOTS Network	Society of Chief Officers of Transport in Scotland (scotsnet.org.uk)
SoTC	Switched on Towns and Cities
SFT	Scottish Futures Trust
SPEN	Scottish Power Energy Networks
SSEN	Scottish and Southern Energy Networks
TS	Transport Scotland

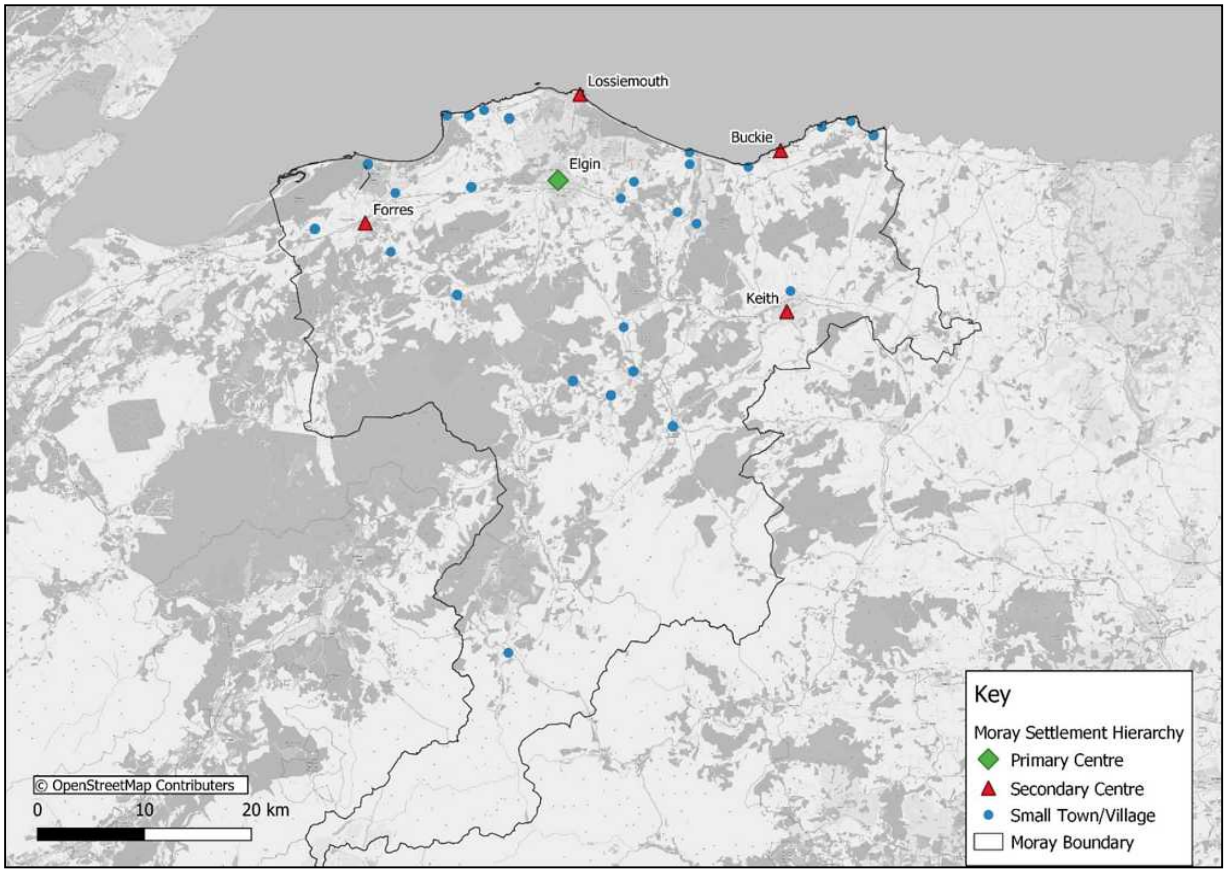
1 Executive Summary

1.1 Background & Scope

Moray is a local authority area located in the north east of Scotland, Moray is located between the Highlands and Aberdeenshire counties and the cities of Inverness and Aberdeen.

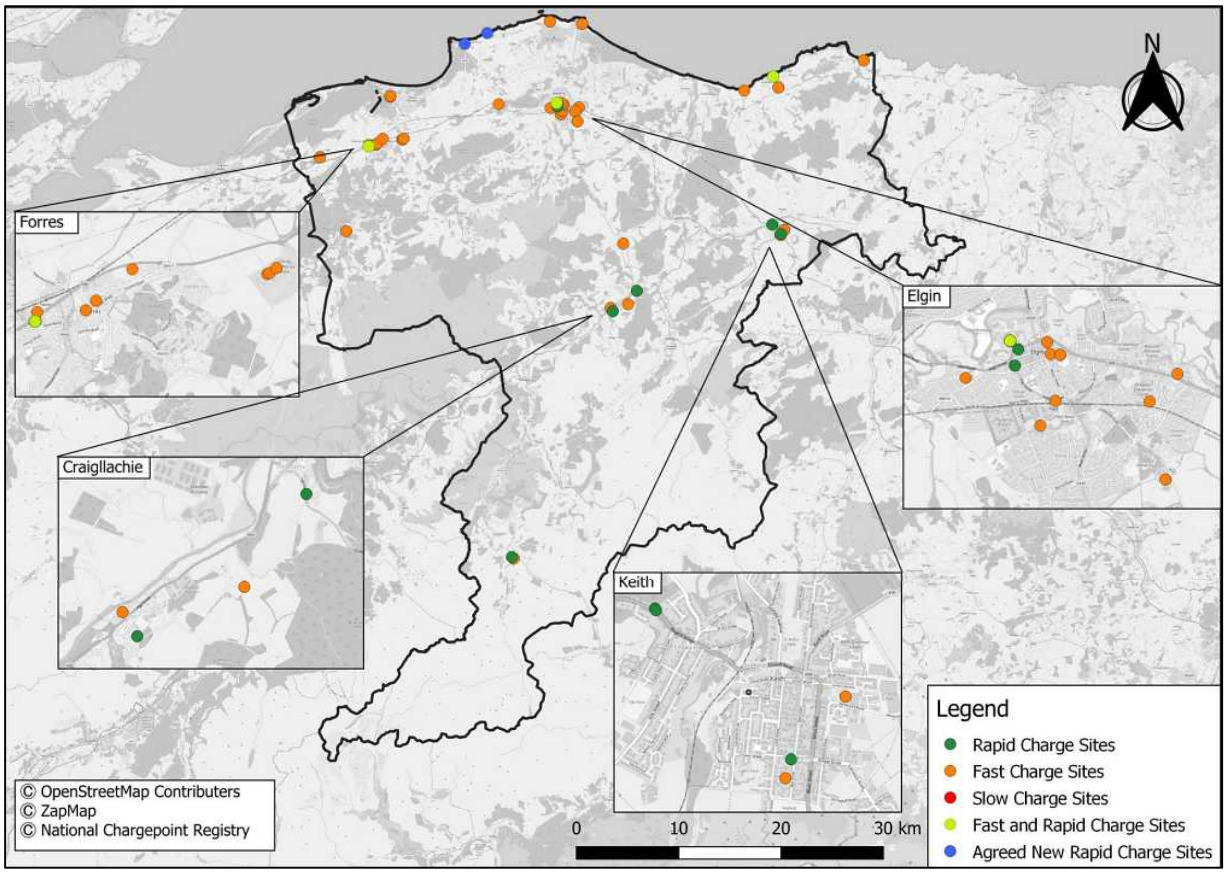
A large part of Moray's demographic is rural areas. The local authority area contains no major cities with its primary centre being the town of Elgin. Elgin has a population of approximately 23,000 people which is 25% of the total population of Moray. In addition to Elgin, Moray hosts several other towns which are considered secondary centres. Moray's settlement hierarchy is shown below in Figure 1.

Figure 1: Moray Settlement Hierarchy



The figure below shows the overall existing charging infrastructure across Moray, with 23 'rapid' charging posts, 65 'fast' charging posts and 2 'slow' charging posts in operation at the time of writing.

Figure 2: Existing Charging Infrastructure in Moray



1.2 Baseline Position at March 2022

The current electric vehicle charging posts are operated through ChargePlace Scotland. The control of assets has been devolved to Moray Council who oversee day-to-day operations with an overarching service and operation contract with SWARCO which encompasses the entire network, which has been funded through Transport Scotland. This contract is currently a 2+1+1 contract with the end of the first period in March 2025 and at this point the infrastructure will fall under the purview of Moray Council.

1.3 Vision, Outcome and Priorities

A series of workshops have been undertaken to define

- 22nd March 2022 - Facilitated by the Moray Climate Assembly
- 23rd August 2022 - Moray Council officers and Jacobs Consultants

Comments and key considerations discussed at both these workshops have been summarised help steer the future vision of the EV infrastructure in Moray.

The considerations around accessibility have been discussed and this an approach to infrastructure can be categorised in three different ways:

- Existing infrastructure that may not be fully accessible, which will need to be fully communicated to the public
- New infrastructure that would adhere to government accessibility guidance
- Charging posts in specifically designated disabled parking bays, which will seek to adhere to BSI standards

The principles of a just transition have also been discussed highlighting two key areas in Moray which will need to be addressed to establish an equitable network and possible steps to approach them.

- Low Income terrace housing that will not have access to off street charging
- Rural areas of Moray with no council owned parking facilities

Some initial discussion has also been held with Charge Point Operators (CPO's) which has indicated some interest in operating within Moray and some idea of the key factors they would consider for investing in infrastructure.

The provision and support of public transport and active modes is an important focus within Moray Council and considerations around how the EV infrastructure can influence Car Clubs, Mobility Hubs, Public Transport and Active Modes.

1.4 The Economic Case

A geospatial modelling exercise has been undertaken using Jacobs in house EV Uptake model but incorporating key elements from the EV forecasting work undertaken by Field Dynamics. This model has been used to predict EV growth in Moray as well as forecast an estimate of the energy requirements in each settlement.

For the first tranche of funding the initial focus is on the most efficient use of the available council owned car parking sites. Using the results from the geospatial modelling as well as additional qualitative assessment around security and lighting and a power assessment using the SSEN GIS tool, a short list of council owned sites and predicted infrastructure requirements has been identified.

Table 1: Shortlist of sites and infrastructure requirements

Car Park	Area	Residential On Street (Slow)	Destination (Fast)	On Route (Rapid)
North Pringle Street	Buckie	2	2	1
Cluny Square	Buckie	2	0	0
Newlands Lane	Buckie	1	2	1
Station Road	Burghead	2	2	0
The Square	Cullen	2	0	1
The Square	Dufftown	2	0	1
The Hall	Dyke	1	2	1
North Port	Elgin	1	2	1
Elgin Railway Station	Elgin	1	0	1
Hall Place	Elgin	1	2	1
Cooper Park	Elgin	1	2	1

The Square	Fochabers	2	0	1
Tulloch Park	Forres	2	0	1
Leask Road	Forres	2	0	1
Leys Road	Forres	2	2	1
Mid Street	Keith	1	0	0
Innes Lane	Keith	1	0	0
Bankers Lane	Keith	1	0	0
Gregory Place	Lossiemouth	1	0	1
East Beach	Lossiemouth	1	0	1
Station Park	Lossiemouth	0	0	1

A costing exercise has then been undertaken on these sites assuming default SFT recommendations for EVI Capital and Installation costs, Capital Enabling Costs and Maintenance Costs. The estimated cost of connection to the power network is taken on a site-specific basis taken from the power assessment.

1.5 The Commercial Case

The sites identified within the site assessment have been further reviewed as to their level of commercial attractiveness based on forecast utilisation levels and criteria suggested through discussion with CPO's

Moray Council does not expect to have the money to fund/continue funding and subsidise charging post infrastructure due to various financial pressures, therefore the most appropriate approach is a concession commercial model which will transfer the short to medium term risk to the private sector and with grant funding to support the upfront capital costs.

Moray Council currently owns a significant amount of public infrastructure and associated DNO connections and it is recommended that as part of a concession approach, a portfolio of council owned assets could be offered to help leverage private investment.

Moray Council are currently considering whether to join with the Highland/Aberdeenshire/Aberdeen City Pathfinder project given our geographical location directly between the Aberdeenshire and Highland which are already signed up to the project. Moray Council's inclusion in this project would be facilitated through HiTRANS in conjunction with several other Local Authorities in the north and north-west of Scotland.

The Pathfinder project operates a concession/partnership model, which entails a joint approach to the procurement process across Pathfinder members, but packages of lots are specific to the individual regions.

An example of key contract considerations has been outlined which highlight the need to ensure a range of standards are specified to meet Moray's expectations for the installation and operation of future EV infrastructure.

1.6 The Financial Case

The expected funding sources for the delivery of Morays planned EV infrastructure expansion has been outlined and includes Private Investment Funding and Scottish Government Grant Funding. There is

currently no funding available from council revenue to subsidise operation of infrastructure. Capital investment is expected to be focused on EV infrastructure to service the Councils own fleet of vehicles.

The inputs into the SFT EVI Feasibility Model have been outlined and highlight that assuming that 17 of the 44 identified charging posts have the potential to be funded by CPO's, then grant funding of approximately £828,500 will be required to deliver the full proposal of EV infrastructure expansion in council owned car parks as outlined in this Strategy and Expansion Plan.

1.7 The Management Case

The management case sets out how the expansion project will be delivered using project management best practice and demonstrates an appropriate governance structure and assurance framework to oversee the project.

A risk register has been compiled highlighting a RAG assessment of the key risks to the delivery of Morays proposed infrastructure before and after proposed mitigation.

The next steps and example timescales have been set out to deliver the project.

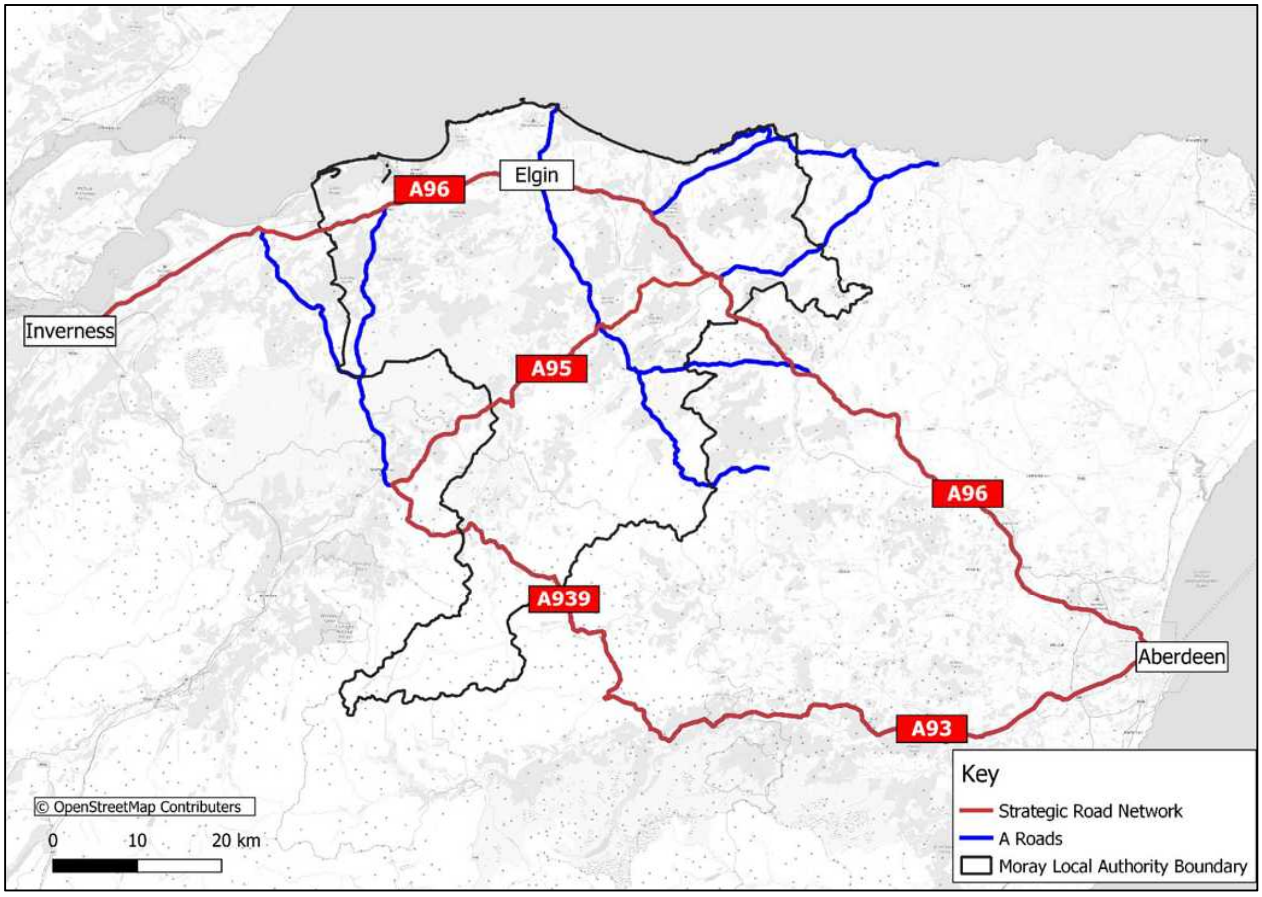
2 Background & Scope

2.1 Study Area

Moray is a local authority area located in the north east of Scotland, Moray is located between the Highlands and Aberdeenshire counties and the cities of Inverness and Aberdeen. As shown in Figure 3 below, Aberdeen and Inverness are connected by the A96 which forms an east-west transport corridor that runs through Moray, passing through several towns within the local authority. The rest of Moray's strategic road network is made up of several A class roads which run through the local authority, connecting the main settlements and tourism areas within the local authority.

Moray is a predominantly rural council with tourism accounting for over 10% of the total employment. There are two main tourism areas in Moray; the 45 miles of coast line located on the northern Moray Firth coast and the Cairngorms Mountain range located to the south of the county. These tourist attractions create an increase of trips across Moray's strategic road network.

Figure 3: Moray Study Area and strategic road network



2.1 Population overview

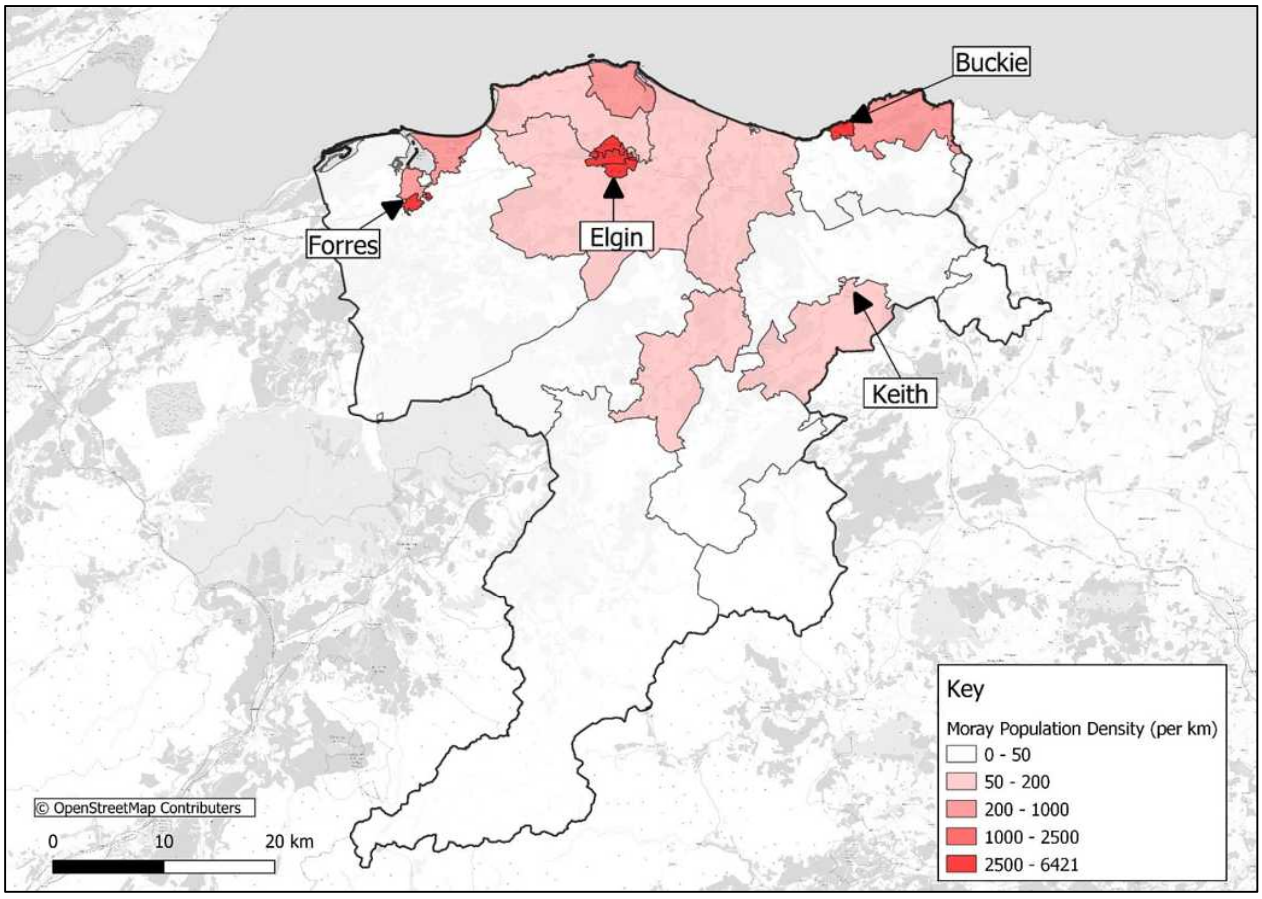
Mid-year population estimates data from the National Records of Scotland has been analysed to compare population trends in Moray with those across Scotland. Table 2**Error! Reference source not found.** presents the population of Moray and Scotland from 2014 to 2021. Moray has seen an increase in population of 1.75% over this 7-year period; a slower rate of increase when compared to the Scottish average, which saw population growth of 2.50% over the same period.

Table 2: Moray and Scotland Population [1]

Area	2014	2015	2016	2017	2018	2019	2020	2021
Moray	94,770	95,510	96,070	95,780	95,520	95,820	95,710	96,410
Scotland	5,347,600	5,373,000	5,404,700	5,424,800	5,438,100	5,463,300	5,466,000	5,479,900

Moray is a made up predominantly of rural areas with low population density with several small towns and villages around the local authority. Figure 4**Error! Reference source not found.** shows the population density of the different postcode areas in Moray. The figure shows that in large parts of Moray there is a low population density between of 0-50 per km. The population in Moray is centred around larger towns of Elgin, Forres and Buckie.

Figure 4: Moray Population Density [2]



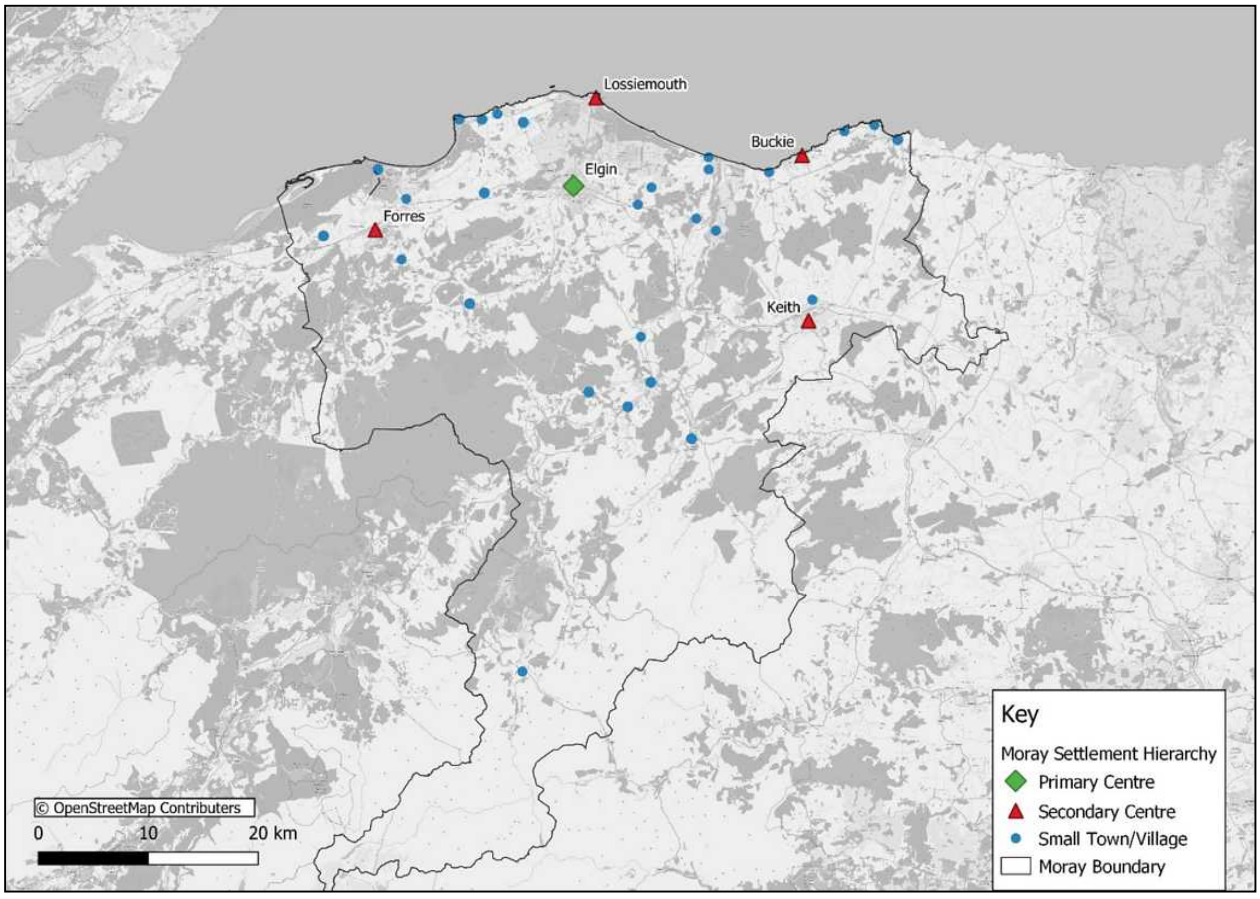
[1] Mid-2021 Population Estimates Scotland | National Records of Scotland (nrscotland.gov.uk)
[2] https://www.scotlandscensus.gov.uk/

2.2 Settlement Hierarchy

As noted in **Section 2.1** a large part of Moray's demographic is rural areas. The local authority area contains no major cities with its primary centre being the town of Elgin. Elgin has a population of approximately 23,000 people which is 25% of the total population of Moray. In addition to Elgin, Moray hosts several other towns which are considered secondary centres. Moray's settlement hierarchy is shown in

.

Figure 5: Moray Settlement Hierarchy



2.3 Proportion of Housing without access to off street parking

The 2011 Scottish census shows that Moray contains approximately 40,062 homes with 68% of these being houses or bungalows which are detached or semi-detached and therefore assumed to have access to off street parking.

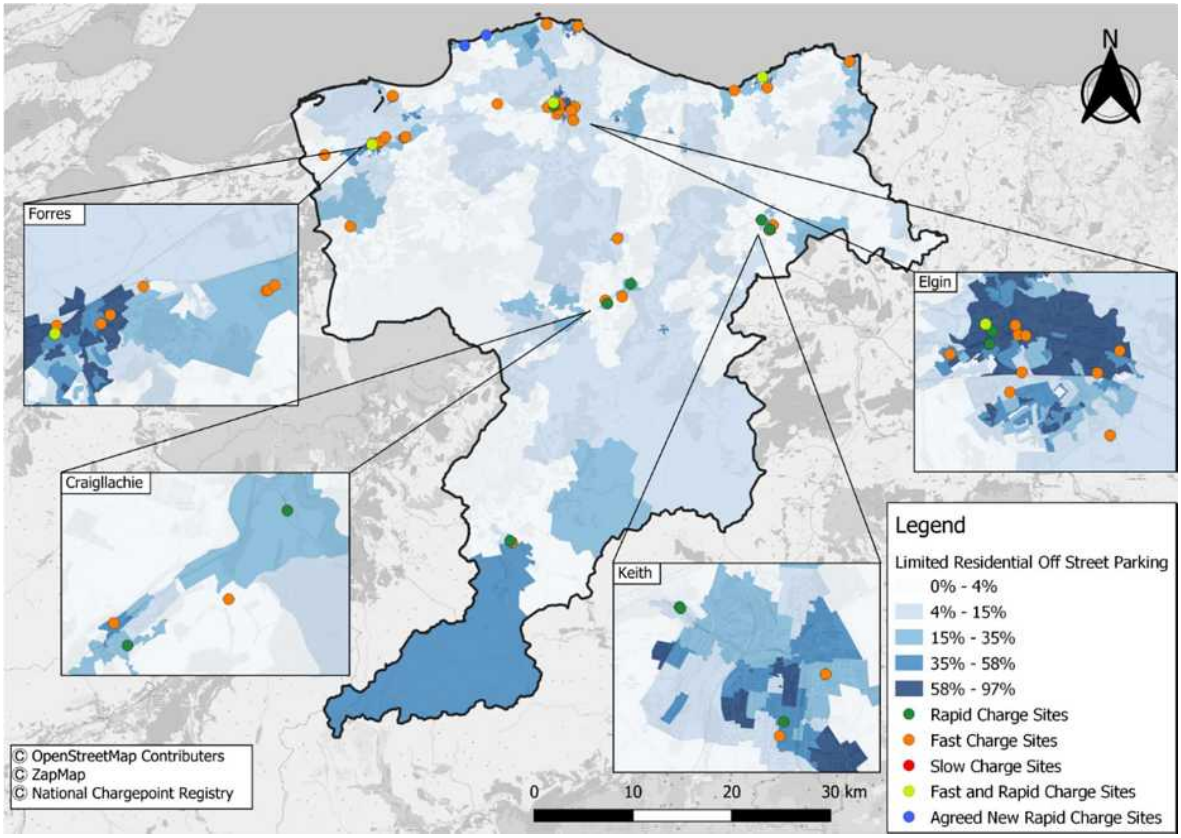
Table 3: Moray Accommodation by Household Tenure [3]

Accommodation Type	Housing Stock in Moray	
	Absolute	%
Whole house or bungalow: Detached	14910	37%
Whole house or bungalow: Semi-detached	12579	31%
Whole house or bungalow: Terraced (including end-terrace)	7355	18%
Flat, maisonette or apartment: Total	5071	13%
Caravan or other mobile or temporary structure	147	0%
Total	40062	100%

Most areas without off-street parking in Moray are concentrated in denser urban areas, including Elgin, Forres and Keith. In comparison, there is a lower concentration of areas without off-street parking in the less dense rural areas across Moray including Rothes, Findhorn, and Tomintoul where the population is more dispersed. The southern areas of Moray near the Cairngorms National Park are predominately rural in nature and exhibit higher concentrations of properties without off-street parking. This is due to lower numbers of properties and the presence of rural terraced cottages.

[3] https://www.scotlandscensus.gov.uk/

Figure 6: Existing Charging Posts and Limited off-street parking

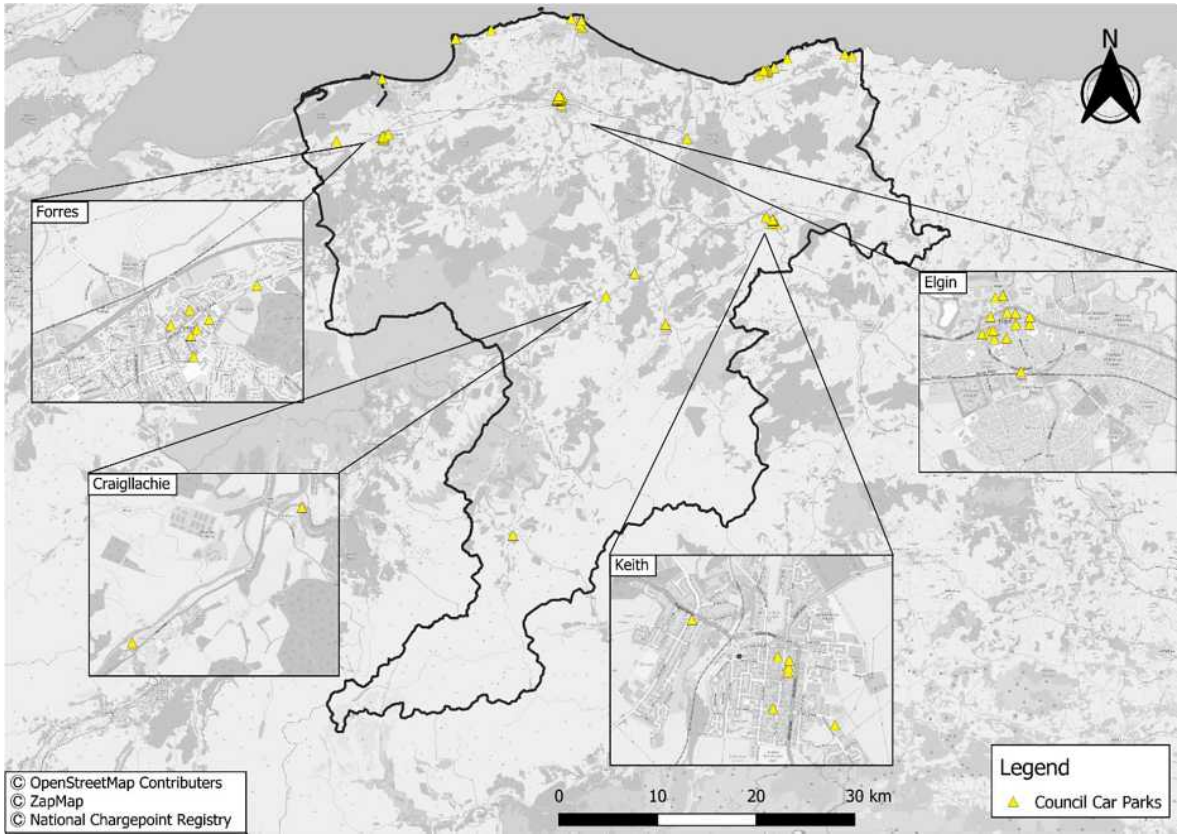


2.4 Parking Areas

Figure 7 illustrates the analysis and mapping of car parks owned by Moray Council taken from the Council website [4] and Google Maps[5]. Council owned car parking areas in Moray are focused on the main towns, villages, and tourism areas in Moray. There are clusters of council owned car parks in Elgin, Forres and Keith as well as on the coast.

[4] http://www.moray.gov.uk/moray_standard/page_58746.html
[5] https://www.google.com/maps

Figure 7: Moray Council Owned Car Parks



2.5 Method of travel to work

Table 4 shows the most common method of commuting in Moray is driving to work, with 57% of people opting to drive over any other mode of transport. This is higher than the national average of Scotland which is 56%. This emphasises the reliance these residents have on private car use for commuting, and therefore as the demand of electric vehicles in the area increases, the importance EV infrastructure grows too.

Table 4: Method of travel to work for those who are employed in Moray and Scotland [6]

Method of travel to Work	Proportion of people in employment	
	Moray	Scotland
Driving in a car/van	57%	56%
Passenger in a car/van	6%	6%
Underground, Metro, Light Rail	0%	0%
Train	2%	4%

[6] https://www.scotlandscensus.gov.uk/

Method of travel to Work	Proportion of people in employment	
	Moray	Scotland
Bus	3%	10%
Taxi	1%	1%
Cycling	3%	1%
Walking	12%	10%
Motorcycle/Scooter	0%	0%
Other (Include. Work at home)	16%	12%
Total	100%	100%

2.6 Vehicle Groups

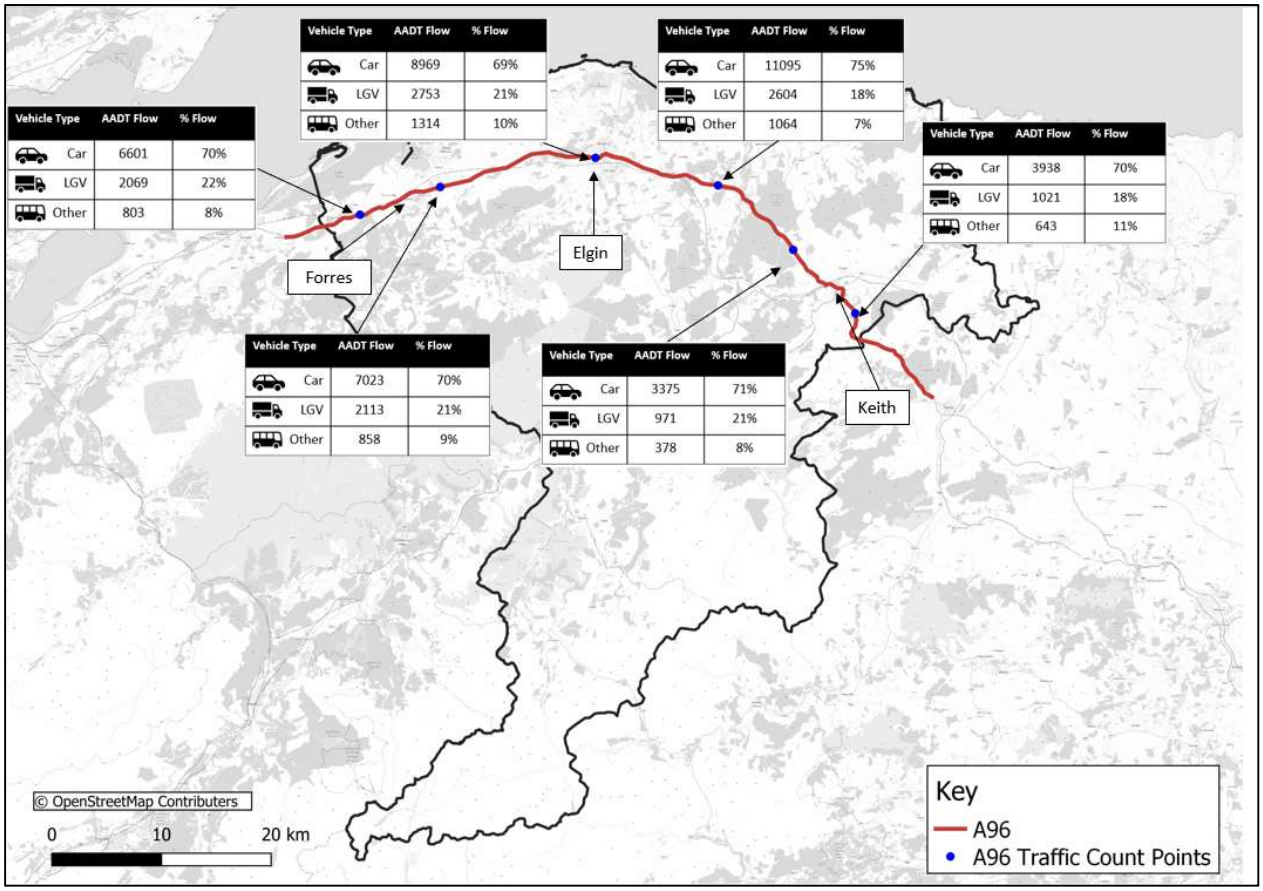
The A69 forms the main east-west transport corridor between Inverness and Aberdeen. Figure 8 shows the estimated AADT traffic flow for several points of the A96 throughout county, this shows that the level of traffic on the A96 varies throughout the county.

The flows presented in Figure 8**Error! Reference source not found.** are grouped into the following categories:

- Cars – Cars, Vans, Taxis and Private Hires
- LGVs
- HGVs and Buses

It can aslo be seen that cars make up approximately 70% of the traffic travelling along the A69.

Figure 8: A96 AADT Traffic Flows [7]



2.7 Charging Types

Figure 9Error! Reference source not found. shows the locations of existing EV charging sites in Moray. The map has been created using data from ChargePlace Scotland, National Charge Point Registry and Zap-Map[8] and shows the overall charging infrastructure across Moray, with 23 'rapid' charging posts, 65 'fast' charging posts and 2 'slow' charging posts in operation at the time of writing.

In Moray, EV charging infrastructure is predominantly concentrated within the main strategic settlements of Elgin, Keith and Forres, while rural settlements/areas have less coverage including Buckie, Dufftown, Kinloss and Tomintoul. Charging infrastructure is also found near the main strategic routes, the A95 and A96.

It is worth noting that there are multiple fast charging posts in some locations in the western and northern regions of Moray including Forres and Elgin, with fewer located in Lossiemouth, Buckie and Keith. The current distribution of charging infrastructure is expected given the population density of the areas but

[7] https://roadtraffic.dft.gov.uk/local-authorities/46
[8] https://www.zap-map.com/live/

may also reflect limited access to off-street parking. Areas associated with a lower population such as the southern region of Moray near the Cairngorms will have a lower demand for charging infrastructure, however it is crucial a balanced network is provided that provides for all residents and visitors.

Figure 9: Existing Charging Infrastructure in Moray

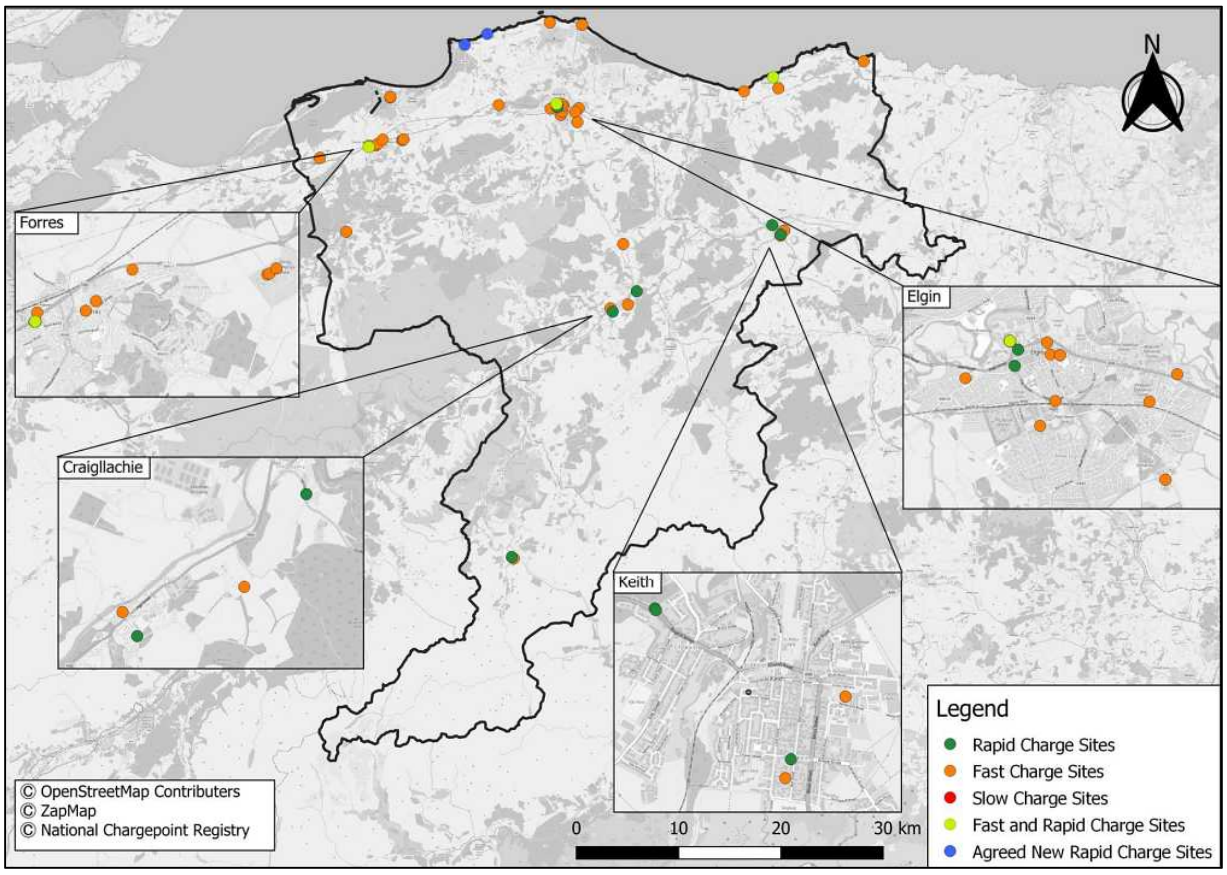
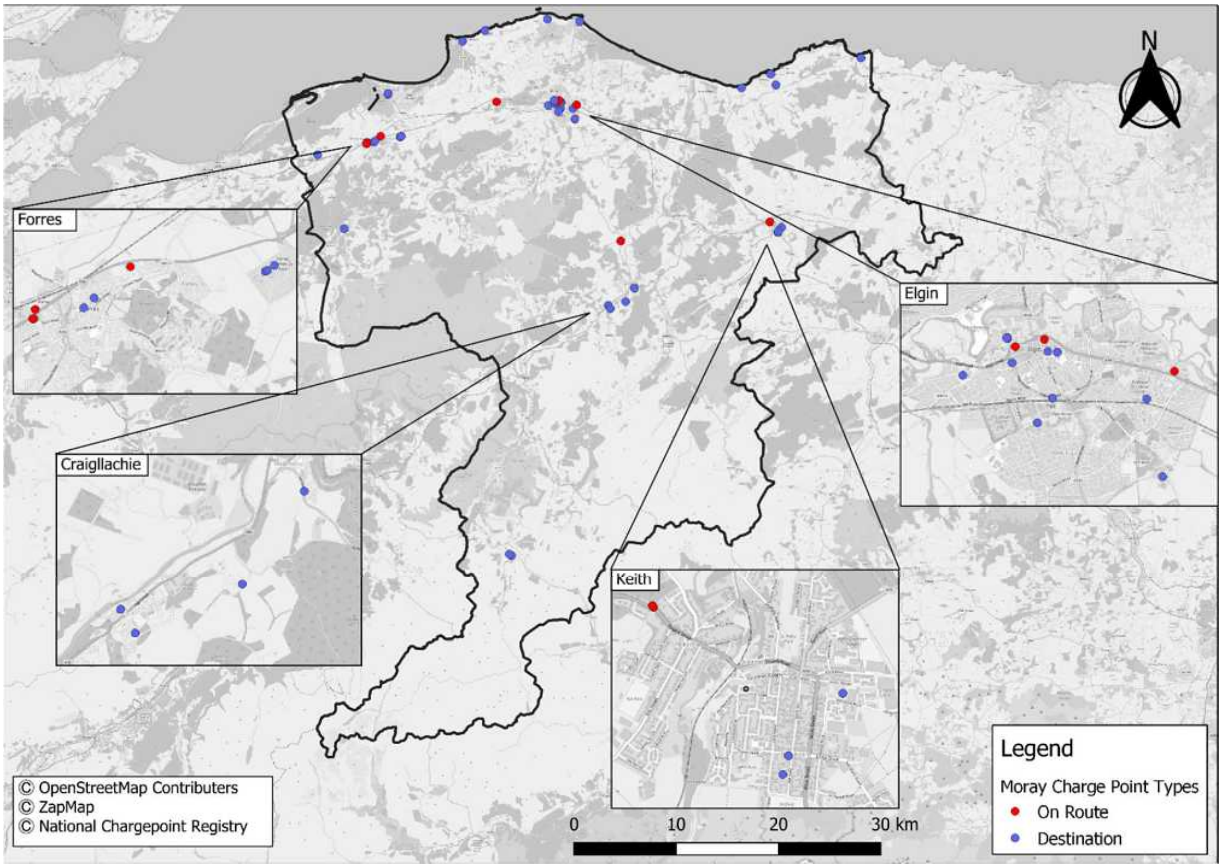


Figure 10 shows the existing charging posts by type with a large proportion of the charging posts in Moray being categorised as destination charging posts rather than on route charging. Moray would benefit from a more rapid on-route charging posts to facilitate the through traffic identified in the sections above.

At present there are no electric vehicle charging hubs or charging forecourts in Moray.

Figure 10: Existing Charging Infrastructure in Moray by type



3 Baseline Position at March 2022

3.1 Current Approach to Service Delivery

Within Moray, a network of electric vehicle charging points to encourage the use of electric vehicles on the strategic road network are operated through ChargePlace Scotland. The control of assets has been devolved to Moray Council and who oversee day-to-day operations.

To ensure the continued functionality of the charging post network, there is an overarching service and operation contract with SWARCO which encompasses the entire network, which has been funded through Transport Scotland. This contract is currently a 2+1+1 contract meaning that there is an agreed contract on place for two years and likely two one-year extensions. The end of the first contract is in March 2025 and at this point the infrastructure will fall under the purview of Moray Council, this gives flexibility in the future of these existing sites and their possible inclusion in a future contract with a commercial operator.

3.2 Electric Vehicle Infrastructure (EVI)

The below table summarises the total EVI position and key statistics within Moray as of March 2022, the table is based on the format within the Strategy and Expansion plan template as provided by SFT.

Table 5: Moray Electric Vehicle Infrastructure Summary

Local Authority Area	Moray
LA Tariff	0.28 per kWh
LA Tariff AC	0.28 per kWh
LA Tariff DC	0.28 per kWh
Population	96,410
Public Devices (All)	90
CPS Public	23
% Non-CPS	74%
Public Devices (50kW) +	23
% 50kW+	26%
Run Rate Last Qtr (All)	Not Available
Run Rate Last Qtr (50kW+)	Not Available
Current Estimated Charging Sockets	116
Current EVCP per 100k Population	93
Current Opportunities per 100k Population	120
Dwellings	40062
% Off street parking	69%

3.3 Revenue and Operations

Section 3.1 outlines the approach to service delivery of the charging post network. As Moray Council does not own the infrastructure the only cost Moray Council covers is the cost of the service and operation contract and the direct cost of electricity from their electricity supplier. Moray Council's approach to date has been not to focus on making a profit from this infrastructure only to cover operational costs to ensure infrastructure is available for residents and tourists.

Since the introduction of the first public charging points owned by Moray Council in 2014, Moray Council has leveraged a flat tariff to cover the operational costs of running the EV infrastructure. A flat tariff is a tariff by which the consumer pays a fixed tariff for connecting to a charge post no matter the kW's extracted. Moray had originally been using a flat tariff of £3.80 to generate the revenue required to cover the operational costs of the infrastructure.

In 2021 Moray Council recognised that the flat tariff structure may not be the most appropriate way in which to charge the EVI users. Analysis was done to compare the tariff structures with those adopted by surrounding local Councils, in particular Aberdeenshire and Highland Councils, which indicated there should be a review of Moray Council's tariff structure to broadly align with their neighbours.

To assess the implications of transitioning away from a flat tariff, Moray commissioned a tariff review to evaluate the financial options of alternative tariffs. This analysis was used to identify the tariff structure which would most effectively cover the EVI costs without creating excess profit. Thus, allowing Moray Council to provide accessible charging infrastructure with competitive and fair prices.

The analysis concluded that, given current cost and demand, a transition to a Consumption-based tariff of £0.28 per KWh would be a financially viable option to ensure operational costs were covered. This new tariff has been in operation since 1 April 2022.

Part 1 – Public EV Charge Point Strategy

4 Vision, Outcomes and Priorities

4.1 A well-designed, comprehensive and people- focused network.

Several stakeholder engagement exercises have been undertaken as part of the wider Moray Electric Vehicle Strategy to explore the future of Moray's EV infrastructure and its place in the wider transport and environmental strategy.

An initial workshop was undertaken on 22nd March 2022 facilitated by the Moray Climate Assembly. An additional workshop was undertaken on the 23rd of August 2022, this was an internal event with Moray Council officers and Jacobs Consultants Comments and key considerations discussed at both these workshops in terms of the future vision of the EV infrastructure in Moray are summarised below:

- Moray Council's view is that our role is less about operating charging sites and making money and more about influencing wider private investment plans to ensure an equitable role out across the county.
- Electric car charging points should eventually be provided at all commercial and community parking facilities. Charging infrastructure should also be provided for residential properties, with access to communal charging facilities available in the case that off street parking is not available.
- There is need to ensure equitable provision of EV infrastructure across Moray, which needs to consider the more low-income terrace housing areas that do not have suitable off-street parking to allow for home charging points. These locations have been identified as part of the wider Moray EV Strategy and given the geographical spread of the proposed site locations some of these areas will be covered by proposals.
- The focus on equitable provision also needs to consider the lack of EV infrastructure in the more rural areas of Moray, where no council owned car parking is located. Again, these areas have been identified as part of the Moray EV Strategy and there is

potential to address these gaps through community engagement and the use of community owned assets (e.g., village halls) to host infrastructure.

- It is important to ensure accessibility of the pavement is retained with the installation of future EV infrastructure, and there is the possibility of introducing a blanket ban on stretching cables over the pavement from homes to roads. There are various technology options to addressing this (e.g., bollards/coverings/gulley's) which can be sought during procurement exercises.
- The need for accessibility also needs to consider that no new obstacles are created due to charging infrastructure and that accessibility is enshrined within the design and location of EV charging posts.
- The importance of ensuring there is an element of upskilling within the community of Moray through operators to provide local maintenance and repair staff.
- Communal Car share and E-bike facilities are already present within Moray, and they are seen as a key resource going forward for both expanding the transition to electric vehicles but also reducing the overall level of car ownership.

At present there is no current sources of engagement with the wider public and EV users within Moray, however, as part of the writing of the future Local Plan, EV considerations will be discussed in sessions with the public within the wider context of 20-minute neighbourhoods.

4.2 An accessible, and reliable public network of charging posts that works for everyone.

It is important to consider how future EV infrastructure will be accessible to all public groups and this has been assessed within the **Section 5** of the Wider Moray EV Strategy to identify the potential impacts of policy or strategy choices for the provision of EV infrastructure on different protected and health characteristics. The characteristics listed in Table 6 have been identified as characteristics that may potentially be impacted on, whether positively and/or negatively, by the installation of EV charging infrastructure.

The rural nature of Moray can create social disadvantages for the communities living there due to isolation from urban areas and services. The urban areas are more likely to have easier and more convenient access to public EV charging posts, whereas in the rural areas, commercial operators are less likely to install infrastructure due to the lack of perceived demand due to the less dense population, The characteristics of gender reassignment, race, marriage and civil partnership, religion and belief and sexual orientation are not deemed to have an impact.

Table 6: A summary of the potential positive and negative impacts on each applicable characteristic

Characteristic	Potential Positive Impacts	Potential Negative Impacts
Age	EV uptake will contribute toward reducing the occurrence of extreme weather events such as heatwaves that disproportionally impact older people. People aged between 16-49 are most likely to switch to an EV.	Trailing cables on the footway can cause a trip hazard for both older and younger pedestrians. Older people with less exposure to new technology may find charging post technology difficult to use.
Disability	Charging posts can be installed in blue badge bays. Potential for innovative products that have less impact on the surrounding footways.	Trailing cables on the footway can cause a hazard for wheelchair users and those with sight loss. Charging posts can be difficult for some disabled people to use if not designed appropriately, i.e., not on a dropped kerb.

Characteristic	Potential Positive Impacts	Potential Negative Impacts
Pregnancy & Maternity	Local and convenient locations allow for easier and less stressful access for parents with small children.	Trailing cables on the footway can cause a barrier for pushchairs and prams.
Sex	n/a	Women could feel unsafe using charging posts at charging hubs located in car parks or off-street car park locations in remote and unlit areas.
Other vulnerable & disadvantaged groups	Identify areas of deprivation and ensure a geographically balanced charging post network is provided. Second hand car market can increase affordability of EVs for lower income households. Commercial suppliers offer fully funded solutions (including build outs and car clubs) and can offer a solution for residents in social housing with limited off-street parking.	Lower income households are less likely to own an EV due to the high cost. Lower income households are more likely to live in homes without access to off-street parking, therefore must pay the cost of charging at a public charging post. Car club memberships can be expensive.
Health inequalities	Air quality along major roads will improve due to EV uptake. A reduction in extreme weather events will also reduce pollution.	n/a
Social & economic	Aims to create a balanced and fair network across Moray ReCharge Parklet – constrained pedestrian spaces can be transformed by creating a parklet that would contain EV and e-bike charging facilities, seating, a bicycle stand etc all within a parking bay. This would boost levels of activity and promote social interaction.	Potential for demand for EV charging posts in rural areas to be low, meaning less attractive to CPO's installing infrastructure. Some people may be required to use an EV for work and therefore may incur the financial responsibility of charging the EV using the public network.
Physical Health	Shift to EVs will result in improving air quality, improving health.	No health benefits without shift from ICEs to EVs.
Mental health & wellbeing	EVs are more affordable to operate.	Stress associated with inability to charge EV in a convenient/suitable location.
Access to services	n/a	A lack of charging infrastructure may result in people being unable to access services as they are unable to charge their EV.

There are current examples of fully accessible charging posts currently operating in the UK, such as Duku, which are a product design consultancy based in the UK that specialises in EV charging post infrastructure. Where feasible, Moray will seek to install new infrastructure to the highest accessibility standards.

There may be some existing infrastructure that cannot fully meet this guidance; the key to addressing this is to fully communicate this to users so expectations are at a correct level. The approach to infrastructure accessibility can be categorised in three different ways, which each have a slightly difference approach:

Existing infrastructure that may not be fully accessible, which will need to be fully communicated to the public

New infrastructure that would adhere to government accessibility guidance

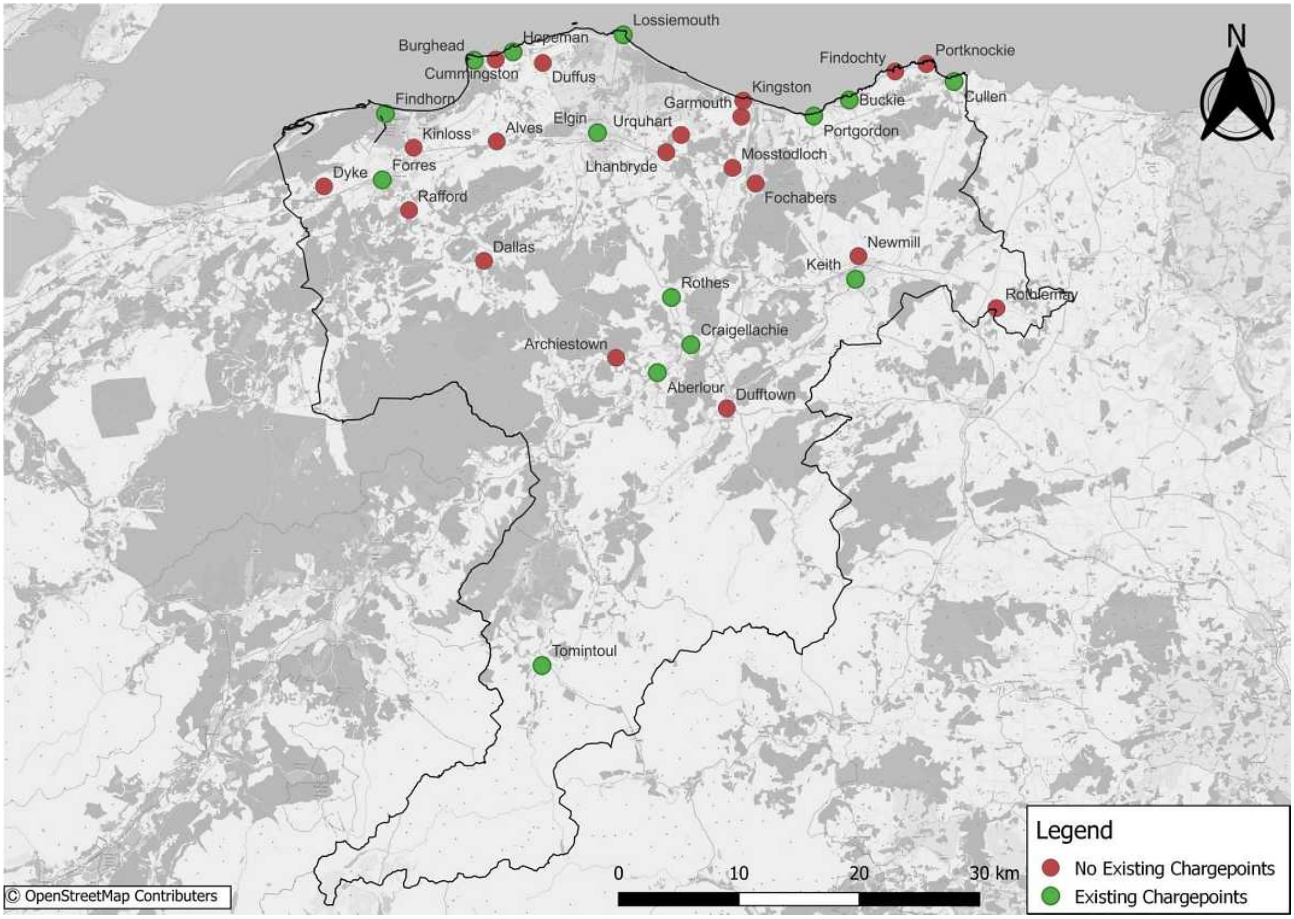
Charging post's in specifically designated disabled parking bays, which will seek to adhere to BSI standards

4.3 Supporting the principle of a Just Transition.

It is important to consider how the expansion of new EV infrastructure in Moray can be introduced while following the principles of a Just Transition and that it will evolve to become a balanced network, offering infrastructure for all users. This has been assessed within the **Section 5** of the Wider Moray EV Strategy and initial strategies formed for addressing a just transition. Moray has a variety of geographies within its jurisdiction and so a solution will need to be tailored for each area.

The current picture of the EV charging post network in Moray illustrates there is a geographic imbalance in the network as most charging posts are currently situated in the north and along the coast. The current network favours the main settlements in Moray such as Elgin, Keith, Forres, Buckie and Lossiemouth however, there are some gaps in the more rural areas, most notably to the south. The following figure sets out which settlements in Moray currently have public charging infrastructure.

Figure 11: Moray Settlement Hierarchy Split by Existing Charging Infrastructure



The following

Table 7 sets out the Moray settlement hierarchy and identifies which settlement currently has or does not have public charging infrastructure. The table highlights that Elgin, the primary centre, and all secondary centres in Moray have existing public charging infrastructure. In contrast, over two thirds of the smaller towns and villages in Moray have no public charging infrastructure.

Table 7: Settlement existing charging infrastructure assessment

Existing Charging Infrastructure?	Yes	No
Primary Centre	Elgin	
Secondary Centres	Forres, Buckie, Keith, Lossiemouth	
Small Towns and Villages	Aberlour, Burghead, Craigellachie, Cullen, Dufftown, Findhorn, Hopeman, Portgordon, Rothes, Tomintoul.	Alves, Archiestown, Cummingston, Dallas, Duffus, Dyke, Findochty, Fochabers, Garmouth, Kingston, Kinloss, Lhanbryde, Mosstodloch, Newmill, Portknockie, Rafford, Rothiemay, Urquhart.

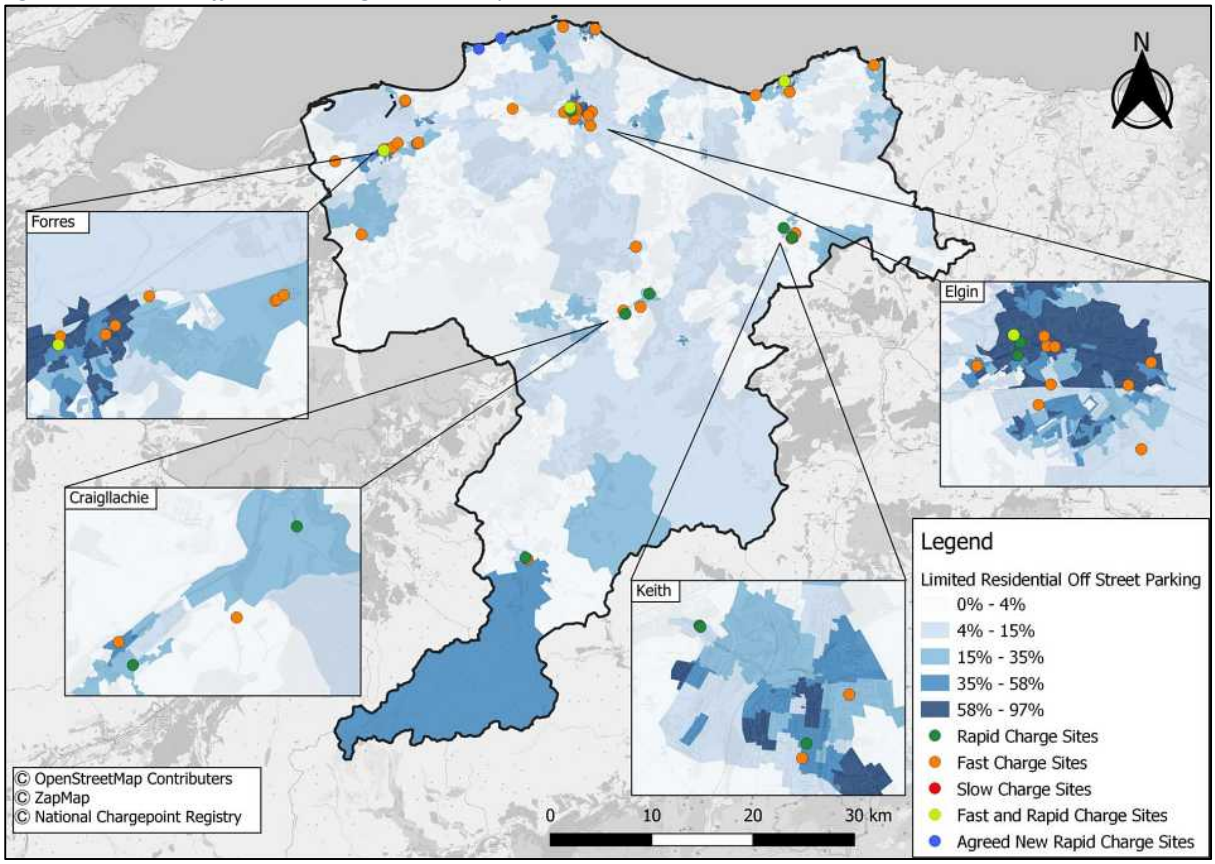
As part of delivering an equitable network, charging post infrastructure gaps in some of the smaller towns and villages will need to be addressed to create a balanced network. The exact answer to these gaps is not currently obvious, however there is a desire by Moray Council to work proactively with community groups in these areas to understand the possibility of utilising community owned infrastructure and the potential for a financially stable model.

However, it will not necessarily be economically viable to deliver public charging post infrastructure in every small town and village. Instead, most EV charging should occur at private homes or where there is existing charging post provision.

Although Moray, has relatively high access to off street parking for home charging, there are several locations with a low % of off-street parking as outlined below in

Figure *12*.

Figure 12: Access to Off Street Parking within Moray



The areas of Moray which will not have access to home charging, are often terrace housing where households are typically on lower incomes and do not have access to a drive. A lack of off-street parking creates more demand for on-street parking and therefore an inconvenience if the on-street EV charging post cannot be accessed. To ensure a Just Transition, consideration will need to be given to future provision of on-street parking to cover areas with no access to home charging and how the tariffs can impact the transition to a fair and equitable network.

For low-income areas, with limited off-street parking, some will be addressed by the council owned car parking sites identified in this business case for future infrastructure, as this has been assessed with a view of geographical balance by settlement. Going forward, it is expected that a demand led approach will be followed, responding to requests for infrastructure.

4.4 Attracts private sector investment.

We understand the importance of private sector investment to expand the future EV infrastructure within Moray. There are a few factors which can be used to attract and leverage private sector investment which are outlined below:

- Moray Council's preference is to retain the connection of the EVCI and therefore initially cover electricity costs. This will then be passed onto the operator.
- There is the option to package up the existing 27 assets once the contract ends in March 2025 within a singular package as part of a future CPO contract, in line with approaches around other Scottish local authorities. Assets are currently devolved but will be returned to Council ownership once the contact ends. There is a maintenance

contract with SWARCO in place for most sites, which has recently been extended until June 2023.

- The current EV infrastructure within Moray is Open Charge Point Protocol (OCPP) 1.6 compliant, with an upgrade to OCPP 2.0 currently being undertaken and so meet the industry standard.
- Moray's preference will be a portfolio approach which seeks to offer high utilisation sites alongside low utilisation sites to enable wider infrastructure coverage, this is line with the approach being undertaken in the Highland/Aberdeenshire/Aberdeen City Pathfinder project.

As part of the wider Moray EV Strategy some information gathering, and soft market testing has been undertaken through conversations with charging post operators. Conversations were held on a 1 to 1 basis with SWARCO, Ubitritcity, LibertyCharge, Trojan Energy, ChargePoint and Instavolt. These discussions indicated that there is some interest in operating within Moray while acknowledging the rural nature of some parts of the county. Some of the key points from these conversations in relation to attractiveness are outlined below:

- Preference for longer term contract, with 15+ years noted by several CPOs.
- Acknowledgement that there will be a need to address areas with low utilisation as part of any offer.
- There is initial indication that a portfolio led approach would be acceptable, with a mix of high and low utilisation sites. High level quotes of % of low utilisation sites in conversations have been in the region of 10-15%
- Possible opportunities for profit share and/or site rental agreements with the council
- Several CPO's offer potential for investment and fully funded models, high level discussions around the key factors that would influence the decision to invest is related to population, local amenities, vicinity to major roads.
- Rapid charging posts specifically are broadly seen as more commercially attractive to operators if they meet the factors listed above.

4.5 Supporting active and public transport choices

The provision and support of public transport and active modes is an important focus within Moray Council and is a key objective within the Active Travel Strategy (2022 – 2027) and Local Transport Strategy (2011). There are several ways in which the location of EV charging posts in Moray can support these aspirations. It is important that EV uptake does not detract from active travel and/or public transport, which should remain the priority.

Car clubs

The Moray Car share scheme was founded in 2007. The community-based car club's mission is to provide convenient and affordable transport options that minimise environmental damage and encourage social cohesion. The scheme enables users to book and drive in Findhorn, Forres, Kinross, and Aberlour/Craigellachie. A third of the fleet is electric and all other vehicles are low emission. There are now 15 vehicles available and over 300 members. The Moray E-bike scheme also sits alongside this, allowing users to travel greater distances in comparison to regular cycling. 14 E-bikes can be found in Findhorn, Forres, Kinross, and Aberlour/Craigellachie.

Mobility hubs

There are currently no mobility hubs operating within Moray, however they should be considered as part of the future strategy. Mobility hubs are highly visible, safe, and accessible spaces where public, shared, and active travel modes are co-located alongside improvements to public realm and where relevant enhanced community facilities. The redesign and reallocation of space from the private car, is intended to enhance the experience of travellers as well as benefiting residents and businesses.

As noted, E-car clubs and mobility hubs will be considered to complement EV charging post infrastructure and not embed EV dependency.

Public Transport

As noted above, mobility hubs should be considered, and these often are located around rail stations or other public transport interchanges. There is a need for the level of parking to be considered and managed at public transport interchanges, and this could include prioritising space for EVs, and/or car clubs. There is a need to strike a balance between encouraging public transport uptake, walking, and cycling, whilst also providing space for cleaner vehicles for those that need to drive to access public transport nodes. There has been some provision for increased EV infrastructure in public transport parking locations at Elgin Rail Station in the Economic Case.

Moray Council currently have plans to transition their bus fleet to electric and will progress the transition as more EV charging posts are installed. Demand Responsive Transport is a key consideration for enabling public transport to the more rural areas of Moray and charging post infrastructure at key locations will be needed to enable this.

Active modes

To support active modes of travel, the location and nature of future infrastructure, especially on street charging posts, should be considered to ensure there are no adverse impacts on the paths of pedestrians or cyclists. At public transport interchanges, accessibility for those walking and cycling should be the priority and the most convenient options.

Moray Council's Active Travel Strategy highlights the importance on building upon recent walking and cycling growth, especially in the main settlements where many journeys can be less than 5km. However, the rural nature of many parts of Moray means that a certain level of personal car use will still be expected in the smaller, less accessible villages.

Part 2 - Public EV Infrastructure Expansion Plan

5 The Economic Case

5.1 Forecasting Demand

A forecast modelling exercise has been undertaken to provide future predictions around charging behaviour and subsequent infrastructure requirements. This provides a quantitative output at various levels of disaggregation to give more context for the wider EV strategy and predicted infrastructure requirements. Full details of the modelling process and outputs can be found within **Section 7** of the wider Moray EV Strategy, which will be provided alongside this bid document.

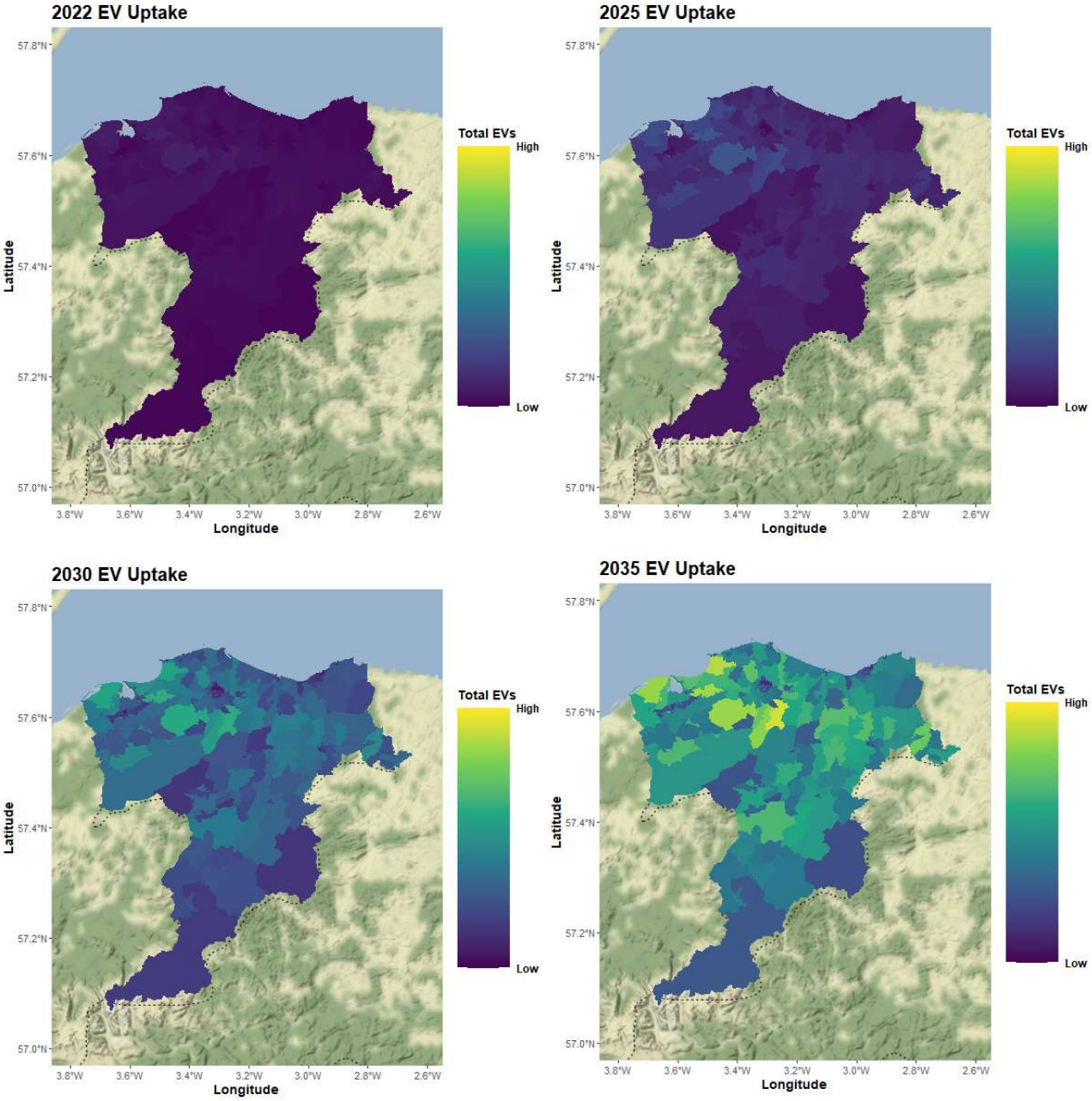
The forecasting has been undertaken for three distinct scenarios for 'Low', 'Medium' and 'High' uptake apply the Government policy targets, banning different vehicle types in 2030 and 2035, and the varying levels of expected ULEV (PHEV) and ZEV (BEV) uptake on the following basis:

- High – assumes an optimistic ZEV (BEV) uptake, at the upper end of the projected range, reaching 100% of all new car sales by 2030
- Medium – assumes a more moderate ZEV (BEV) uptake, in the middle of the projected range, reaching 100% of all new car sales by approximately 2032
- Low – assumes that ZEV (BEV) uptake will be at the lower end of the projected, reaching 100% of all new car sales by approximately 2035. This is the latest by which all new vehicles will be ZEV (BEV)

To determine if an individual household had a parking space or not, the supplied data from Field Dynamics which had pre-labelled each UPRN in Moray by the number of parking spaces was used. A UPRN is a Unique Property Reference Number, and is a single unique number assigned to every property in the UK. The publicly available UPRN data includes all commercial properties, whilst the data provided by Field Dynamics had been pre-filtered to just residential. This allowed both identification of the residential properties, determine if they needed on-street charging and, by a cross comparison with the global UPRN list, identify non-residential properties in Moray.

Figure 13 below shows the distribution of electric vehicles in Moray, forecasted through to 2035 using the geospatial modelling tool. The figure shows that the greatest increase in vehicle numbers occurs in the 2025 to 2030 period.

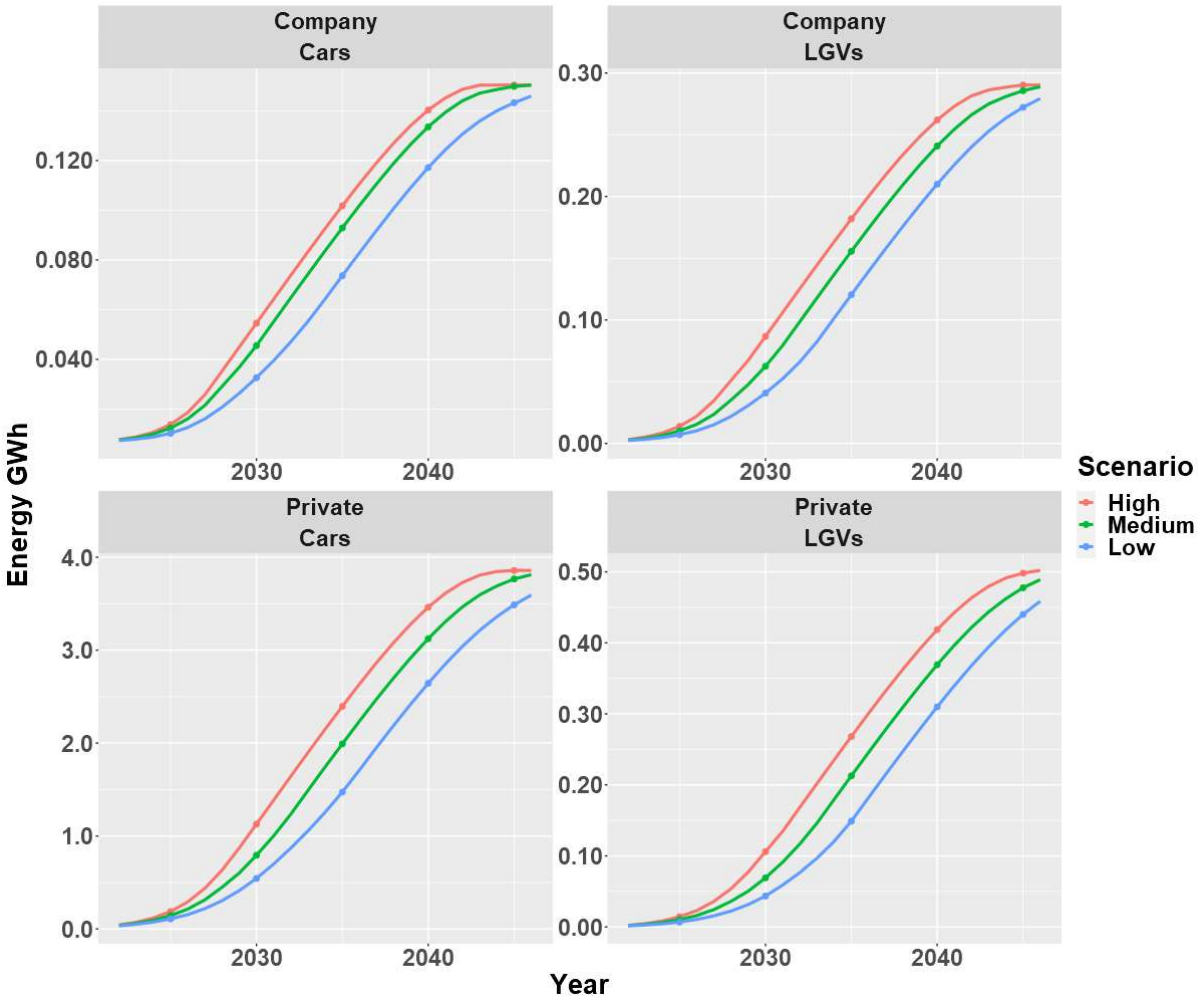
Figure 13: Spatial Uptake Forecasting



In

Figure 14**Error! Reference source not found.** we can see the overall forecast energy demand for Moray across the different scenarios, keepership, and body types. The total energy demand reaches approximately 5 GWh per year in 2045.

Figure 14: Energy Forecasts



For the future need for EV provision in Moray, the energy forecasts have been used to estimate the energy requirements for different types of charging speeds across Moray in 2026. This has been done by predicting the annual kWh at each of the available council owned sites for three different use cases.

- Residential Charging: This uses an assumed vehicle km driven per year, combined with vehicle efficiency, to derive an overall energy demand. This is then proportionally distributed to those sites with no off-street parking.
- Destination Charging: Similarly, to Residential Charging, this generates an assumed energy for destination charging, based on the likely movement patterns.
- On Route Charging: This assumes that all current expected on-route charging is distributed amongst those charging posts near the main roads.

5.2 Preferred Charge Point Mix

As noted in the previous section outlining of the forecasting work undertaken in Moray, energy requirements by charging speed have been forecast for Moray on a settlement basis and this has been translated into charge post infrastructure in order to present an estimate of the total required charge post types by settlement in 2026, which has been outlined below in Table 8.

Table 8: Predicted charge post requirements by Settlement

Moray Settlement	Residential Off Street (Slow)	Residential On Street (Slow)	Destination (Fast)	On Route (Rapid)
Aberlour	3	2	2	2
Alves	3	2	2	2
Archiestown	2	2	2	2
Buckie	9	3	2	2
Burghead	7	2	2	2
Craigellachie	2	2	2	2
Cullen	4	2	2	2
Cummingston	2	2	2	2
Dallas	2	2	2	2
Dufftown	4	2	2	2
Duffus	2	2	2	2
Duffus/Cummingston	2	2	2	2
Dyke	2	2	2	2
Elgin	35	7	3	2
Findhorn	5	2	2	2
Findhorn/Kinloss	2	2	2	2
Findochty	3	2	2	2
Fochabers	5	2	2	2
Forres	16	5	2	2
Garmouth	3	2	2	2
Hopeman	6	2	2	2
Keith	6	3	2	2
Kingston-on-Spey	2	2	2	2
Kinloss	6	2	2	2

Lhanbryde	6	2	2	2
Lossiemouth	10	4	2	2
Mosstodloch	5	2	2	2
Newmill	2	2	2	2
Portgordon	3	2	2	2
Portknockie	3	2	2	2
Rafford	3	2	2	2
Rothes	3	2	2	2
Rothiemay	2	2	2	2
Tomintoul	2	2	2	2
Urquhart	3	2	2	2

The forecast infrastructure which represents public EV charging has then been compared to the existing infrastructure within Moray as below:

Table 9: Predicted and existing charge post requirements by Settlement

Moray Settlement	Residential On Street (Slow)		Destination (Fast)		On Route (Rapid)	
	Existing	Forecasted	Existing	Forecasted	Existing	Forecasted
Aberlour	0	2	4	2	3	2
Alves	0	2	0	2	0	2
Archiestown	0	2	0	2	0	2
Buckie	0	3	6	2	3	2
Burghead	0	2	0	2	2	2
Craigellachie	0	2	2	2	0	2
Cullen	0	2	2	2	0	2
Cummingston	0	2	0	2	0	2
Dallas	0	2	0	2	0	2
Dufftown	0	2	2	2	0	2
Duffus	0	2	0	2	0	2
Duffus/Cummingston	0	2	0	2	0	2
Dyke	0	2	2	2	0	2
Elgin	0	7	14	3	3	2
Findhorn	0	2	4	2	0	2
Findhorn/Kinloss	0	2	0	2	0	2
Findochty	0	2	0	2	0	2
Fochabers	0	2	0	2	0	2
Forres	0	5	6	2	0	2
Garmouth	0	2	0	2	0	2
Hopeman	0	2	0	2	1	2
Keith	0	3	6	2	5	2

Kingston-on-Spey	0	2	0	2	0	2
Kinloss	0	2	0	2	0	2
Lhanbryde	0	2	0	2	0	2
Lossiemouth	2	4	0	2	0	2
Mosstodlock	0	2	0	2	0	2
Newmill	0	2	0	2	0	2
Portgordon	0	2	2	2	0	2
Portknockie	0	2	0	2	0	2
Rafford	0	2	0	2	0	2
Rothes	0	2	2	2	0	2
Rothiemay	0	2	0	2	0	2
Tomintoul	0	2	2	2	2	2
Urquhart	0	2	0	2	0	2

This is summarised as across the entirety of Moray County in Table 10 below:

Table 10: Summary of forecast infrastructure requirements across Moray

Location	Residential On Street (Slow)		Destination (Fast)		On Route (Rapid)	
	Existing	Forecasted	Existing	Forecasted	Existing	Forecasted
Moray County	2	82	54	71	19	70

This forecasting highlights the need for more public infrastructure across various speed types that will be needed to meet the predicted demand in 2026. Note, the total number of existing charge posts mentioned here is 75 which is 15 less than mentioned above in **Section 2.7**. This is because 15 charge posts fall outside the settlement boundaries.

5.3 Site Identification and Grid Connection

The introduction of new EV infrastructure within Moray is being considered as a stepped approach, with the initial step being on the most efficient use of the available council owned car parking sites. As noted within the **Section 4.3**, there will be a need to address EV infrastructure needs in both low-income areas with limited access off street parking and rural areas that do not contain council owned parking locations in future, and these will be addressed in future funding tranches.

The work undertaken in **section 9** of the wider Moray EV Strategy has formed the foundation for the site identification in this document and full details of the assessment can be found within that document. The strategy makes used of available forecasting modelling to score a longlist of council owned sites using the following categories:

Table 11: Site Assessment Categories

Criteria	Description
Security of Location	Sites were scored 1-3 for security based on factors such as lighting, fencing, security barriers, CCTV, and proximity to surrounding developments. Sites scoring 3 were most secure, whilst sites scoring 1 were least secure and lacked the listed security measures.

Commercial Charging Potential	Sites were scored 1-3 on their potential for conflict with current and future commercial charging post investment. Sites located near current charging posts, or close to companies with future plans for charging post investment such as Shell and BP scored lower.
Power Connection Rating	Following an assessment on the implementation of costs for each site, sites were scored using a red-amber-green (RAG) approach, red being the costliest (above £30k), amber being medium (between £10k and £20k) and green being the least costly likely to be less than £10k).
Residential Charging Potential	The expected charging demand that would be driven by lack of access to off-street residential parking.
Destination Charging Potential	Proximity to key facilities such as retail and employment locations.
On-Route Charging Potential	Whether the site is near routes used by fleet vehicles and/or high volumes of traffic.
EV Uptake of Wider Area	Projected EV uptake of the Data Zone Area and travel catchment.

The resulting shortlist of sites and their related scoring is outlined below in Table 12.

Table 12: Short Listed Site Assessment and Scoring

Car Park	Area	Spaces	Total Score	Residential Demand	On-Route Demand	Destination Demand	EV's in Wider Area	Security	Commercial Conflicts
North Pringle Street	Buckie	35	11	2	1	2	2	2	2
Cluny Square	Buckie	67	10	1	1	2	2	2	2
Newlands Lane	Buckie	81	9	1	1	2	2	2	1
Station Road	Burghead	20-50	12	3	1	1	2	2	3
The Square	Cullen	37	13	3	3	1	1	2	3
The Square	Dufftown	12	13	3	3	1	1	2	3
The Hall	Dyke	28	12	3	2	1	1	2	3
North Port	Elgin	98	14	2	3	3	3	2	1
Elgin Railway Station	Elgin	56	15	3	2	3	3	3	1
Hall Place	Elgin	29	16	3	3	3	3	3	1
Cooper Park	Elgin	110	13	1	3	3	3	2	1
The Square	Fochabers	23	13	3	3	1	1	2	3
Tulloch Park	Forres	76	12	1	3	1	1	3	3
Leask Road	Forres	66	13	2	3	1	2	3	2
Leys Road	Forres	61	11	1	2	1	2	2	3
Mid Street	Keith	42	14	3	2	3	2	2	2
Innes Lane	Keith	37	14	3	2	3	2	2	2
Bankers Lane	Keith	16	14	3	2	3	2	2	2
Gregory Place	Lossiemouth	50-100	12	2	1	2	3	1	3
East Beach	Lossiemouth	20-50	11	3	1	1	2	1	3
Station Park	Lossiemouth	20-50	11	1	1	2	2	2	3

A detailed power assessment has been undertaken on the shortlisted sites using the SSEN GIS tool and the publicly available network data. The GIS tool shows the map of the existing low voltage infrastructure (substations, lines/cables etc) while the public data source reveals the available power capacity in the low voltage substations. This has highlighted the costs ranges below on a site basis.

Table 13: Shortlisted Sites Power Assessment

Car Park	Area	Power Assessment (50 and 100 kVA demand)
North Pringle Street	Buckie	20.4k - 26.4k
Cluny Square	Buckie	1.9k - 13.4k
Newlands Lane	Buckie	8.9k - 16.4k
Station Road	Burghead	29.4k - 35.4k
The Square	Cullen	17.9k - 20.9k
The Square	Dufftown	17.9k - 20.9k
The Hall	Dyke	15.3k - 19.8k
North Port	Elgin	1.9k - 10.9k
Elgin Railway Station	Elgin	1.9k - 15.3k
Hall Place	Elgin	13.4k - 19.4k
Cooper Park	Elgin	30.8k+
The Square	Fochabers	17.9k - 20.9k
Tulloch Park	Forres	3.9k - 16.8k
Leask Road	Forres	10.9k - 24.3k
Leys Road	Forres	10.9k - 19.8k
Mid Street	Keith	26.3k - 30.9k
Innes Lane	Keith	19.3k - 23.8k
Bankers Lane	Keith	24.9k - 29.4k
Gregory Place	Lossiemouth	32.8k - 37.3k
East Beach	Lossiemouth	36.2k
Station Park	Lossiemouth	29.4k - 36.8k

With these sites identified, a further qualitative assessment has been undertaken looking at geographical balance, power cost, existing and potential future commercial site infrastructure (BP and

Shell Service Stations, Supermarkets, and other retail) to identify the best use of the shortlisted sites on a settlement basis. The modelled energy requirement forecasting has also been undertaken at a site level to provide a predicted number of charging post types required in 2026 as well as levels of utilisation. This results in the following list in Table 14 which has been used to populate the SFT EVI Feasibility Model.

Table 14: Shortlisted Sites Forecast Infrastructure Requirements

Car Park	Area	Residential On Street (Slow)	Destination (Fast)	On Route (Rapid)
North Pringle Street	Buckie	2	2	1
Cluny Square	Buckie	2	0	0
Newlands Lane	Buckie	1	2	1
Station Road	Burghead	2	2	0
The Square	Cullen	2	0	1
The Square	Dufftown	2	0	1
The Hall	Dyke	1	2	1
North Port	Elgin	1	2	1
Elgin Railway Station	Elgin	1	0	1
Hall Place	Elgin	1	2	1
Cooper Park	Elgin	1	2	1
The Square	Fochabers	2	0	1
Tulloch Park	Forres	2	0	1
Leask Road	Forres	2	0	1
Leys Road	Forres	2	2	1
Mid Street	Keith	1	0	0
Innes Lane	Keith	1	0	0
Bankers Lane	Keith	1	0	0
Gregory Place	Lossiemouth	1	0	1
East Beach	Lossiemouth	1	1	0
Station Park	Lossiemouth	0	1	0

5.4 Capital Investment Pipeline & Estimated Costs

The costs for the installation of the EV infrastructure identified during the site assessment have been formulated with the below assumptions:

- Selected sites are council owned and therefore assumed unlikely to need access/land purchase costs.
- Default costs provided by SFT have been used for EVI Capital and Installation costs, Capital Enabling Costs and Maintenance Costs. The default costs provided by SFT have been compared to costs derived from market experience and were found to be similar.
- The estimated cost of connection to the power network is taken on a site-specific basis taken from the power assessment shown in **Section 5.3**. For 7kW and 22kW infrastructure the lower boundary given in **Section 5.3** is taken, for robustness of financial assessment if this value is lower than the default values provided SFT, then the default cost has been used. For 50kW infrastructure the midpoint of the values given in **Section 5.3** has been used.

This results in the following base values as outlined in Table 15.

Table 15: Base cost assumptions

Charging Post Type	EVCP Capital EVI + Installation Costs (ex VAT)	DNO Costs	Capital Enabling Costs	Maintenance Cost
7 kW (Residential)	£5,650.00	Site specific	£2,200.00	£400.00
22 kW (Destination)	£6,000.00	Site specific	£2,200.00	£400.00
50 kW (On Route)	£33,400.00	Site specific	£4,000.00	£1,800.00

EV infrastructure in Moray. The total estimated cost of all 44 charging posts in this proposal is £1,595,950.

A detailed cost breakdown on an individual site basis is provided in the SFT EVI Feasibility Model which is included alongside this strategy and expansions plan.

6 The Commercial Case

6.1 Contract Structure and Risk Allocation

6.1.1 Identification of Commercially Viable Sites

As outlined in **Section 5.3**, a site assessment has outlined the best use of council owned car parking sites in order to meet predicted demand for the future EV infrastructure in Moray.

The expected level of private sector investment capital is currently unknown, however based on current and forecast low levels of EV infrastructure utilisation in Moray, there is limited profit to be gained by the private sector in short/medium term. Discussions with CPO's have also identified specific criteria around charging post type and location that are preferable for in order to provide investment.

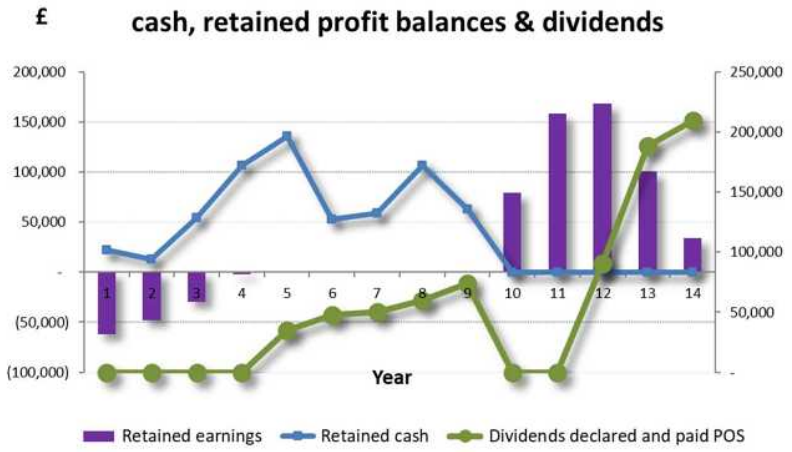
In order to estimate the proposed need for grant funding for EV infrastructure that is unlikely to attract commercial investment, a further assessment has been undertaken utilising the feedback that has been received from CPO's in terms of the attributes of sites which are commercially attractive, as outlined in **Section 4.4**, as well as predicted utilisation levels from the forecast modelling

The expected utilisation for the sites has come from the medium uptake scenario, as set forth in **Section 5.1** and with more detail provided in the wider Moray EV Strategy, with the outputs produced

for the base year of 2024. This results in an assumption that 17 charging posts have potential to be funded from CPO's and 27 will require grant funding.

The sites identified as not being expected to be able to be attract a fully funded approach via commercial investment have been input into the SFT EVI Feasibility Model, which shows the output below in Figure 15 for dividends, retained earnings and retained cash. Further details of the inputs into the SFT EVI Feasibility Model can be found in **Section 7**

Figure 15: Dividends, retained earnings, and retained cash from the SFT EVI Feasibility Model



6.1.2 Commercial Model Approach

Moray Council does not expect to have the money to fund/continue funding and subsidise charging post infrastructure due to various financial pressures, therefore the most appropriate approach is a concession commercial model which will transfer the short to medium term risk to the private sector and with grant funding to support the upfront capital costs.

Moray Council currently owns a significant amount of public infrastructure and associated DNO connections and it is recommended that as part of a concession approach, a portfolio of council owned assets could be offered to help leverage private investment. Contract terms should be agreed along this basis to encourage investment from CPOs by offering a balanced package of high demand on-routes sites near the A95/A96 and rural less lucrative sites.

The preferred approach is for Moray Council to retain ownership of the DNO connection but not to take ownership of any charging post infrastructure as this helps ensure future flexibility around upgrades to technology. Contracts will specify the CPOs own from the feeder cabinet / pillar onwards to the charging post and cover ongoing management, operation, repair, and maintenance. Additionally, although the DNO connection will be owned by Moray Council, maintenance of the DNO connection will be passed to the CPO within any contracts established

Initial engagement with CPOs has indicated that there is interest in operating within Moray and that there is the potential for a portfolio-based approach to a concession model, mixing high and low utilisation sites. Initial discussions with CPOs have indicated a willingness to follow this approach with

quoted examples of 10-15% of the network being suitable as low utilisation sites which are subsided by other high demand sites.

Moray Council's vision for the EV charging network is that charging posts should be accessible to all residents and visitors. As a result, should there be potential for Moray Council to receive revenue share in the medium to long term as part of contracts with CPOs, this will be reinvested in seeking to lower as much as feasible the differential between the tariff paid by homeowners who have access to home charging and the tariff paid by residents using the public network such as on-street charging posts.

6.1.3 Expected Funding Requirements

This strategy and expansion plan has set out a plan for the best use of Moray Council owned carparks to meet the forecast demand and help ensure an equitable transition to electric vehicles. It is expected that grant funding of approximately £828,500 will be required to deliver this infrastructure. This will represent a level of funding where commercial investment from CPOs have been predicted to fully fund sites which have been identified as attractive based on utilisation levels and the criteria for charger post type and location derived through discussion with CPO's

6.2 Local Authority Retained Works and Services

As noted above in **Section 6.1**, our preferred approach is for Moray Council to retain ownership of the DNO connection and underground assets and for the contract to specify that the CPO own the feeder cabinet / pillar onwards to the charging post and cover ongoing management, operation, repair, and maintenance of assets. Therefore, details of local authority retained works and services is not applicable in this case.

6.3 Procurement Options

It should be noted that Moray Council are currently considering whether to join with the Highland/Aberdeenshire/Aberdeen City Pathfinder project given our geographical location directly between the Aberdeenshire and Highland which are already signed up to the project. Moray Council's inclusion in this project would be facilitated through HiTRANS in conjunction with several other Local Authorities in the north and north-west of Scotland.

The Pathfinder project operates a concession/partnership model, which entails a joint approach to the procurement process across Pathfinder members, but packages of lots are specific to the individual regions. The rates are set within the overall contract, and any member call off contracts will use these rates, but the procurement offer is individual to the specific local authority, e.g., sites are not combined across the councils.

The benefits from being part of this larger organisation is to have more scope for dedicated staff working specifically on EV procurement and management and to create a greater combined "prize" to attract private investment.

If Moray Council does not join with the wider Pathfinder project, then it is expected that a framework call off contract will be used to source commercial operators for charging post infrastructure. This option will significantly reduce the time and resource requirements on Moray in comparison to an in-house procurement approach if the offers available from providers through a framework are acceptable.

6.4 Specification, Standards & Contract Terms

The required specification for standards within any contract with Moray Council for EV infrastructure needs to consider the following key elements

- A standard specification of what Moray Council is looking to achieve, there are some benefits to not being overly prescriptive due to the constantly evolving nature of the field of electric vehicles and charging infrastructure.
- The use of the Open Charge Point Protocol (OCPP) is promoted as the best way to enable the functionality required for widely available and accessible recharging networks of the future.
- Compliance with all relevant legislation (e.g., Data Protection Act 2018) and standards for processing financial information.
- Data that the CPO shall provide to Moray to assist it with managing its charging post portfolio, notably the exact format requirements.
- Compliance with minimum business management standards at set by Moray Council e.g., environmental management and quality management. This can be ISO standards but does not necessarily have to be.
- Contract to ensuring the availability of local staff from private providers available to repair charging infrastructure.
- Cover of management, operation, repair, and maintenance of charging post infrastructure by the operators.
- Best practise around minimum requirements for accessibility and pedestrian access for any installed infrastructure.

7 The Financial Case

7.1 Funding sources

This section summarises the expected funding sources for the EV infrastructure as outlined within this strategy and expansion plan

Private Investment Funding

As outlined in this strategy and expansion plan and the wider Moray EV Strategy, there has been some interest shown in operating and potentially investing in Moray through initial discussion with CPOs. However, there is currently no confirmed committed commercial investment until a full procurement exercise is undertaken. Discussions with CPO's have provided a steer on the types of sites and infrastructure that is likely to be attractive for fully funded models. Given the rural nature and low population density in Moray, combined with the current and forecast low utilisation levels of some sites there is limited demand to make it financially attractive to commercial providers and so assumptions around commercial investment in the SFT EVI Feasibility Model should be conservative.

Scottish Government Grant Funding

Given the likely shortfall in commercial investment to cover some of the required infrastructure in towns that will likely see low utilisation levels, it is expected that in order to ensure an equitable network, there will be a need for charging infrastructure in the areas of Moray with low expected utilisation and private companies are unlikely to fully fund this and so some government funding will be required in the short to medium term to cover initial infrastructure and ongoing maintenance of some sites.

Moray Council Funding

There is currently no funding available from council revenue to subsidise operation of infrastructure. Capital investment is expected to be focused on EV infrastructure to service the Councils own fleet of vehicles.

7.2 Financial Viability of Service/Concession Type Contracts

As outlined in **Section 6.1**, the infrastructure identified within the site assessment and their forecast utilisation levels have been input into the SFT EVI Feasibility Model and a range of inputs scenarios have been undertaken to find a balanced, realistic scenario for future funding. Through this process the optimum mix of tariff structure, operating period, and capital subsidy has been identified and is summarised below:

Table 16: SFT EVI Feasibility Model Inputs

Input	Value	Rationale
Contract Operating Period	15 years	Relatively standard contract length and highlighted in soft market testing as a preferred length by operators
AC Consumer tariff	0.32 £/kWh	AC/DC tariffs are reasonable, Base tariff represents an increase
DC Consumer tariff	0.38 £/kWh	
Base Electricity cost	0.25 £/kWh	
Assumed general inflation Rate	2.5%	Although lower than 2022, this represents a long-term forecast
Development & Advisory costs	£2,000	Standard
Useful life of existing enabling works	15	Standard
Useful life of existing DNO works	20	Standard, longer than term of contract
Useful life of planned enabling works	15	Standard
Useful life of planned DNO assets	20	Standard, longer than term of contract
Projected utilisation growth rate	5%	Modest growth, but incorporates growth in competing charging posts
Debt funding	No	All investment funded by assumed available capital
Capital Subsidy	0	Determined by scenario

A level of funding where CPOs have been assumed to finance 17 of 44 of the total sites has been applied within the inputs into the SFT EVI Feasibility Model and based on this it is expected that grant funding in the range of approximately £828,500 will be required to deliver the full suite of planned EV infrastructure within Moray Council owned car parks.

8 The Management Case

8.1 Governance and Management

This section sets out the Management Case. It describes how the expansion project will be delivered using project management best practice and demonstrates an appropriate governance structure and assurance framework to oversee the project.

To enable efficient assessment of the proposals and to demonstrate the Council's management capability for successful delivery of the schemes the following elements of project management are in place:

- Evidence of similar projects
- Programme/project dependencies
- Governance, organisational structure, and roles
- Outline Programme/Project Plan
- Assurance and approvals plan
- Communications and stakeholder management
- Programme/project reporting

8.1.1 Evidence of Similar Projects

Since 2014 Moray Council has installed a series of Electric Vehicle charging posts throughout the Council area, in public car parks and on the public road which have been completed successfully within budget and on time. The charging posts are at the locations listed in the Electric Vehicle Strategy document in **Section 4** and Table 5-1.

8.1.2 Project Dependencies

The delivery of new electric vehicle charging infrastructure has a series of dependencies which include utilities diversions/upgrades and in some cases access to third party land.

Utility Diversions/Upgrades

It is anticipated that some utility diversions/upgrades may be required because of the installation of the new charging posts. Should these diversions/upgrades involve some engineering challenges, early contractor involvement will mitigate against any potential utility or construction risks. Furthermore, investigation by trial holes will be undertaken to establish the location of apparatus in key areas to ensure an accurate assessment of impacts and costs can be made at this stage of the project.

Third Party Land

Third party land may be required for the siting of charging posts within smaller communities. These locations are likely to be car parking areas associated with community assets such as Halls. Early discussions will take place with the communities and the boards responsible for the community assets.

8.1.3 Governance, Organisational Structure and Roles

Moray Council would establish a clear and robust structure to provide accountability and an effective decision-making process for the management of the Electric Vehicle Infrastructure expansion and development of the partnerships with private operators. The following members of staff would have dedicated roles on the project:

- (Vacant Post): Moray Council Transportation Manager – Project Delivery Manager
- Diane Anderson: Moray Council Senior Engineer Transportation – Project Manager
- Colin Matheson: Moray Council Traffic Engineer – Project Engineer
- Janis Hepburn: Moray Council Procurement Manager – Procurement Officer
- Aileen Scott: Moray Council Legal Services Manager – Legal Advisor
- Stuart Beveridge: Moray Council Estates Manager – Property and Leases
- Debra O'Shea: Moray Council Principal Finance Officer – Finance Advisor
- Rod Lovie: Moray Council Climate Change Principal Officer – Steering Group
- Representative from Scottish Futures Trust – Steering Group

- Gemma Robinson: HiTRANS – Steering Group

The responsibility for delivery of the schemes rests with Moray Council, who will assume an overall project management role and establish a Steering Group chaired by an officer from the Council's Economic and Commercial Services department. The Steering Group will meet on a regular basis to review progress, update the risk register and make key strategic decisions.

The day-to-day management and delivery of the project will be the responsibility of the Transportation Section. They will work closely with any appointed contractors and other delivery partners, and form the point of contact for stakeholders.

The usual Council governance procedures will apply to all aspects of the project management, with issues being escalated in accordance with Council protocols as necessary. Copies of the Council's governance procures can be provided upon request.

8.1.4 Project Plan

A Provisional Project Plan will be developed. It will cover each key stage of the project and the critical path. The tasks that have a critical end date that affect the delivery timescale will be highlighted on the Project Plan. The plan will be reviewed and updated on a regular basis and will be considered at fortnightly Steering Group meetings.

The Project Manager will have overall responsibility for delivering the tasks required to achieve key milestones.

8.1.5 Assurance and Approvals Plan

Project assurance and approvals are the main responsibility of the Steering Group Chair and supported by the Steering Group who will also ensure the quality of the work carried out. The schemes will be managed in line with the Project Plan and the Steering Group will sign off each stage and give the 'go' / 'no go' decision to start the following stage.

8.1.6 Communications and Stakeholder Management

Moray Council regularly undertake Stakeholder Engagement for plans, strategies and projects and have an established process. Effective use of the process has resulted in limited adverse feedback from the public and ensured successful delivery of schemes both from a project management and public relations perspective.

The main aim of the Stakeholder Engagement is to ensure that stakeholders and members of the public are kept informed throughout the development and implementation of the schemes. This can range from keeping key stakeholders update with critical information, essential to the successful delivery of the schemes to providing information to the public.

A range of target audiences will be identified, including those who will benefit (directly or indirectly) from the schemes; those affected (directly or indirectly); those who may have an interest without being direct affected; those with a statutory role; and those involved with the funding of the schemes.

The level of information provided to each group will vary based upon the specific needs ranging from intensive consultation, general consultation, through to information provision.

A detailed stakeholder management strategy will be developed that identifies specific stakeholders and interest groups, categorises then in terms of impact, and establishes the required level of engagement.

8.1.7 Project Reporting

Progress Reports will be produced by the Project Manager and comprise updates on:

- General progress
- Project finances
- Issues
- Risk and governance meeting dates

The report will identify areas of concerns or where decisions are required by the Steering Group.

8.2 Risk Management and Mitigation

A risk register has been outlined below in Table 17 to highlight potential risks and associated mitigations in the delivery of Morays EV infrastructure.

Table 17: Risk Register

Risk	Consequence	RAG Before	Mitigation	RAG After
Uncertainty around exact value of private sector funding	Potential shortfall in required EV infrastructure funding	R	A robust assessment has been undertaken on the likelihood of private investment and a conservative estimate included	A
Handing Operation of all sites to a single supplier	Supplier not performing to required standard	A	Performance metrics stipulated within contract	G
There is expected to be a lot of infrastructure required across UK in the next few years	The market cannot supply all the required infrastructure, larger counties are prioritised	A	Joining with the HITRANS Pathfinder project offers a bigger prize for operators	G
Longer contract lengths	Suppliers do not keep pace with future EV technology	A	This can be specified within contract conditions	G
Sites do not yield the expected demand and revenue	Sites are less attractive to the private sector	R	Conservative approach to forecast utilisation predictions and subsidy requirements	A
Future detailed costing of infrastructure by SSEN	Assumptions on DNO costs are low	R	A range of costs have been calculated and a conservative approach taken	A
Detailed planning indicates site not practical	Site could not proceed	A	The site selection process has focused on a large range of metrics and in most cases, alternatives are available in the long list of sites	G

Detailed Design	Design process extended because of complications e.g., in ground conditions or utilities	A	Installation at all locations is on existing Moray owned property, no 'virgin ground'	G
Procurement route not confirmed	Potential for delays to programme	R	Consideration of both currently possible procurement options in timetables	A
Inflation	Project costs increase unexpectedly	R	Apply different contingency scenarios to costs	A

8.3 Timetable and Next Steps

This section sets out an indicative timetable of next steps as outlined below in Table 18 to progress the expansion of Morays EV infrastructure as outlined in this report:

Table 18: Indicative next steps

Task	From	To
Strategy and Expansion Plan submitted	Dec-22	
Strategy and Expansion review period	Dec-22	Mar-23
Awaiting formal DNO quotes	Mar-23	May-23
Confirm procurement route (HiTRANS Pathfinder) *	May-23	Aug-23
Tender Process	Aug-23	Sep-23
Detailed design	Sep-23	Oct-23
Operational Safety Review	Sep-23	Oct-23
Prepare and advertise TROs	Sep-23	Dec-23
Confirm DNO connection costs	Oct-23	Dec-23
Confirm site installation and costs	Oct-23	Dec-23
Confirm programme	Dec-23	
Install 21 sites	Dec-23	Jan-24
Prepare and submit evidence to SFT	Jan-24	Mar-24

*** Estimate, some uncertainty around procurement route timescales**

The Council will utilise future enabling grants from Scottish Government to review the need and options for on-street charging infrastructure, along with the potential use of any other emerging charging technologies.

Annex 1 – Strategy and Expansion Plan Assessment and Review

The joint TS/ SFT Programme Team will review Strategies set out in Part 1 against the following headings:

- Contributes to a comprehensive consumer focussed network
- Promotes an accessible and reliable network that works for all
- Supports the principle of a Just Transition
- Supports communities without home charging and rural areas
- Supports active and public transport choices

The joint TS/ SFT Programme Team will review Expansion Plans set out in Part 2 against the following headings:

- The scope of works to be publicly procured complements the expansion of the public network by the private sector
- The capital and operational cost estimates and income forecasts are realistic
- The capital funding being sought from Transport Scotland enables
- private finance to be crowded in; and
- charging post provision in areas which would not be commercially viable on their own
- The likely commercial viability of the proposed delivery model
- The robustness of the proposed approach to procurement
- The approach to delivery is coordinated with DNOs to minimise the necessity for grid upgrades.
- There is co-ordination and/or collaboration with other local authorities or public bodies

These are not pass/fail criteria. It is recognised that approaches across Scotland will vary, and that private provision of the public network will play a key role in overall expansion of the public charging post network.

The assessment of submitted Strategies and Expansion Plans will be presented to the Programme Board. The Programme Board comprises representation from TS, COSLA, EST, SFT and the SCOTS network. The Programme Board will make recommendations to TS as to capital funding to be allocate of the four-year period.

REPORT TO: **ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 7 FEBRUARY 2023**

SUBJECT: **UPDATE ON ZERO EMISSION FLEET REPLACEMENT STRATEGY**

BY: **DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND FINANCE)**

1. REASON FOR REPORT

1.1 To provide Members with an update on the approach and progress to date in decarbonising the Council's fleet.

1.2 This report is submitted to the Economic Development and Infrastructure Services Committee in terms of Section III (F) 15 of the Council's Scheme of Administration relating to the function of the Council as Roads Authority.

2. RECOMMENDATION

2.1 **It is recommended that Committee:**

(i) notes the progress being made by Fleet Services to contribute to the Council meeting its ambitious net zero targets;

(ii) notes the challenges faced within the transport sector as outlined in this report means it is highly unlikely that Moray Council will be able to remove all of its fleet carbon emissions by 2030;

(iii) agrees to align Moray Council targets for fleet decarbonisation with the Scottish Government targets to phase out light commercial vehicles by 2030 and heavy duty vehicles by 2040 which will allow Moray Council to replace vehicles with low energy alternatives as soon as is practically feasible;

(iv) notes that adopting this approach may save money by delaying purchase of certain vehicles until the market has stabilised, but will still require capital investment which will be subject to consideration as part of the standard financial planning process going forward; and

(v) notes that implications on any delay in reducing Moray Council carbon emissions from fleet vehicles will be worked into the update of the Moray Council's Route Map to Net Zero (RMNZ) which is being reported to this Committee in May 2023.

3. DEFINITIONS

3.1 BEV – Battery electric vehicle
FCEV – Hydrogen fuel cell vehicle
ZEV – Zero emissions vehicle
HDV – Heavy duty vehicles
ICE – Internal combustion engine vehicle (powered by diesel or petrol)
LCV – Light commercial vehicle (gross vehicle weight of up to 3.5 Tonne)
RCV – Refuse collector vehicle

4. BACKGROUND

4.1 The Scottish Government (SG) have set a target to replace all public body operated fossil fuel passenger cars by 2025 with a further target for these bodies not to purchase fossil fuel light commercial vehicles under 3.5T after 2025 and have these vehicle types phased out in Scotland by 2030. The SG target for phasing out Heavy Duty Vehicles (HDV) is by 2040.

4.2 On 10 March 2021 (para 13 of minute refers), the Council adopted a Climate Change Strategy for 2020-2030. The strategy set a goal of the Council being carbon neutral by 2030 and that the Council, its officers and members will work with others across Moray to deliver that goal. To be net-zero means that the Council will reduce its carbon emissions as much as possible and offset any remaining emissions.

4.3 On 6 April 2022 (para 18 of the Minute refers) the Council adopted a route map to start the process of calculating how the Council would reach net zero emissions by 2030. This route map recognised the difficulty in converting Council fleet vehicles and estimated that 75% of fleet vehicles would be transferred to ultra-low emissions vehicles by 2030. The residual emissions would have to be offset until the remaining fossil fuel vehicles were phased out.

5. CURRENT POSITION/ACTIVITY TO DATE

5.1 Moray Council's Fleet Strategy is very much focussed on supporting front line Services as the council transitions from petrol/diesel vehicles and plant machinery to a zero-emission fleet (ZEV). The fleet plays a vitally important role in providing frontline services to the residents of Moray and this must be done in a cost effective, efficient, and environmentally friendly way.

5.2 The clear commitment to net zero targets was initiated by Fleet Services in 2010 with the purchase of the Council's first fully electric vehicle, the car is still operational as a test bed to determine ultimate battery life. This vehicle transition programme has continued to gather momentum since that time.

5.3 At present, the council's existing fleet contains a total of 44 electric vehicles, which have been well received by Council staff and the wider community. This early and committed ambition to vehicle transition has put the Council in a

strong position to ensure continued compliance with government targets on a net zero approach. It is planned to continue with the current 10 year capital replacement programme to enable the Council to remain on target, identify challenges and ensuring the adoption of zero-emission fleet vehicles meet current national policy commitments.

5.4 The council's approach to vehicle safety and compliance is and will continue to be a top priority. Many vehicles operate under the Driver and Vehicle Licencing Agency Goods Vehicle Transport's Operator licencing conditions and with that comes significant responsibility to ensure 100% compliance.

5.5 The Fleet Service team continues to work with all relevant service areas across the Council to identify their vehicle needs requirements moving forwards. Table 1 below outlines the current makeup of low or zero emission vehicles currently in operation.

Table 1 – Current low emission Fleet in operation

Vehicle type	Number of vehicles
EV Car	13
EV small van	2
EV medium size van	27
Mini - bus	1
34no seater bus	1
Total	44

5.6 Over the last 12 years the Council has taken advantage of Government grant funding to support its EV charging infrastructure investment. To date £203k for infrastructure has been funded by the Energy Savings Trust (EST), which has led to the installation of 31 charging points and a further 21 single head charging points currently in the tender process stage. These are on the whole owned and operated by the Council for its own vehicle fleet. Most of these units are double headed which ensures it is possible for up to 61 vehicles to be charged at any time across the whole Council area.

6. WHY ZEV BY 2030 WILL BE A CHALLENGE

6.1 Migration to a zero-emission fleet is going to be a complex process which will take a number of years. Whilst good progress has been made it is evident that issues such as supply chain pressures and price inflation are extending the lead times for vehicles and infrastructure. Many manufacturers are still at the prototype stage and this makes whole life costing, including estimating residual value of vehicles, difficult to predict.

6.2 High upfront cost of purchasing ZEVs and the additional cost of project management for installing charging infrastructure and ongoing management of the infrastructure is proving difficult. The lack of certainty of future capital funding required to fund the migration is also of concern. At the present time whilst officers can report the cost of EV cars has significantly reduced over the last few years, the cost for large vehicles is still in the region of 2 and 3 times more expensive than the current comparative vehicle on existing fleet, such as buses, refuse lorries, gritting vehicles etc. There are also widely reported

concerns from the vehicle industry that many vehicle suppliers have not begun to consider ZEV alternatives for specialist and bespoke vehicles.

6.3 Consideration will be made to migrate the council's larger HDVs to hydrogen but again this is not straightforward. Until hydrogen vehicles are available in more commercial quantities the cost will remain high, likewise the production and distribution of hydrogen is of equal concern. Industry experts predict that it will be after 2025, and closer to 2030, before manufacturers are producing vehicles in any reasonable quantity.

6.4 The introduction and maintenance of charging units or hydrogen refuelling stations to support ZEVs would create a substantial additional budget pressure. At present, hydrogen is not commercially available in Moray although there are on-going discussions with an external partner who is looking at options to produce, transfer and supply hydrogen in the future.

6.5 The council's Fleet Manager is continuing to report real concern with the lead times of electric vehicles being provided once orders have been committed. In some instances vehicles have taken in excess of 24 months to arrive. One recent order for a large electric bus was cancelled by the vehicle supplier 12 months after the initial award, due to internal build issues of the vehicle. This is now being reported as being more commonplace across the industry with many other local authorities reporting similar supply issues. The well published global shortage in semi-conductors and the on-going impact of the pandemic continues to be an obstacle in the long lead times for ZEVs being quoted.

6.6 Many depots and buildings are likely to have reached their electrical capacity. Recent infrastructure works at Ashgrove depot have now taken up the available electrical capacity and it is now the case that substations and grid upgrades will be needed to facilitate any future additional charging points.

6.7 The lead time for the installation of appropriate charging infrastructure is a major factor and a certain level of contingency needs to be allowed for. Applications for electricity grid connections have quadrupled in the last 4 years and requesting estimates for proposed upgrades/new infrastructure from the council's electrical District Network Operator (DNO) is proving difficult due to the challenges and demand they are facing on their network.

6.8 The service continues to develop its 10 year rolling fleet replacement plan and will need to secure additional capital funding if it is to transition all of the fleet to ZEV. Work is ongoing with Finance colleagues to identify the potential scale and timings of investments that will be required to ensure the council can manage the transition.

6.9 The current annual Vehicle and Plant replacement capital budget is £3.53m. As identified in 5.2 above, replacement ZEV's are currently 2 to 3 times the cost of fossil fuel vehicles and plant, dependant on type and hydrogen is in the region of 4 times that of fossil fuel both plus infrastructure. It is therefore estimated that as ZEV's and hydrogen become readily available from major manufacturers that the capital annual replacement budget will need to increase incrementally, as the market develops and vehicles become available. Initial projections set out phased capital increases from 24/25 rising

to approx. £9m by 2030/31 to cater for the larger/specialist vehicle replacement. Initial estimates suggest this could be a total increase of up to £32m over the period.

6.10 Due to rapidly advancing technology and an unstable global vehicle and plant market, the phasing of capital required to meet Moray Council and Scottish Government targets will be reviewed on an annual basis.

7. PROPOSED APPROACH/ENABLERS

7.1 Small cars & vans

It is proposed to continue to purchase suitable ZEV cars and small vans when they are due for replacement due to the success of early transition and the need to meet the Council and Government net zero targets. The aim is to not purchase ICE vehicles after 2025 where a commercially viable option exists and is deliverable in line with our fleet replacement programme to ensure climate change targets are met.

7.2 Medium, large and specialist vehicles

For the next 2 years (2023/2025), to allow for the ZEV vehicle market to further develop and mature, it is proposed to continue replacing the larger type and specialist vehicles with diesel (low emission Euro 6 and Euro 7 where available) but on the proviso at next replacement cycle they are replaced with comparable ZEV that is available at that time.

7.3 It is also recommended that where a ZEV specialist or large vehicle is available that these are trialled between 2025 and 2027 and purchased at small scale to robustly test suitability for service users and ensure value for money to the Council is achieved in its transition from petrol/diesel vehicles to ZEVs.

7.4 Charging Infrastructure

The Council has an on-going depot and buildings review which will influence the future charging infrastructure strategy that will be required to transition all of the Council's fleet. Longer term plans for depots/buildings are currently in development which will facilitate the required planning of infrastructure with the council's District Network Operator.

7.5 In the meantime, charging infrastructure will continue to be installed at the most suitable locations throughout Moray.

7.6 The Council has been undertaking various workstreams across the broad area of electric mobility, one of which has been for the Council to engage with an external consultant to deliver a public infrastructure and electric vehicle fleet replacement study. Jacobs consultants have been commissioned to assist and offer a sense check approach to the work being progressed by the Fleet team and offer advice on the optimum timing and sequence of the Council's continued move to a zero emissions fleet of its own vehicles. However, this work by Jacobs is still in development and a further update will be reported through committee at a later date.

7.7 Alternative Fuels

A separate piece of work has been completed to develop a hydrogen strategy for the Council, which has now been approved and sets out the Council's vision to support the emerging hydrogen economy within the region whilst clarifying the role the Council will play in supporting this energy transition.

7.8 Officers within the Fleet team have participated in a number of working groups and have developed good relationships with other local authorities who are currently progressing with ZEV alternative vehicle trials.

7.9 Training

Across the sector industry there is currently a lack of EV training available and other authorities including Moray need to develop training plans to ensure staff and external suppliers have the right skills and working environment to maintain the zero-emission fleet. Training is an important area to consider both from a generic and technical perspective. Local authority staff who are driving electric vehicles also need to understand how to use chargers, when to charge vehicles and to what capacity.

8. ENERGY SAVINGS TRUST RECOMMENDATIONS

8.1 For 2020/21 the Switched on Fleets funding was administered by the Energy Savings Trust (EST) who introduced a programme to provide fleet decarbonisation support. This support programme is designed to help local authorities achieve their fleet decarbonisation commitments. Key data on the existing fleet and how the council use it was collated and a decarbonisation report produced. This report has been uploaded to the Committee Information Management System (CMIS) as an additional meeting document for information.

8.2 The Council approach to replacing cars has been recognised within the EST fleet decarbonisation report who recognise that "all of your cars are due to be replaced before 2025, so you are on track to meet the government's target provided these vehicles are replaced on schedule with ZEVs."

8.3 In addition, the council's commitment to its fleet replacement strategy has been recognised by EST who note that the council have a varied fleet, with some expensive specialist and purpose-built vehicles that have long replacement cycles to maximise the return on their investment. Vehicle replacement cycles currently range from 3 years on average for cars, to 7 years for the light fleet, and 10 years for the heavy fleet.

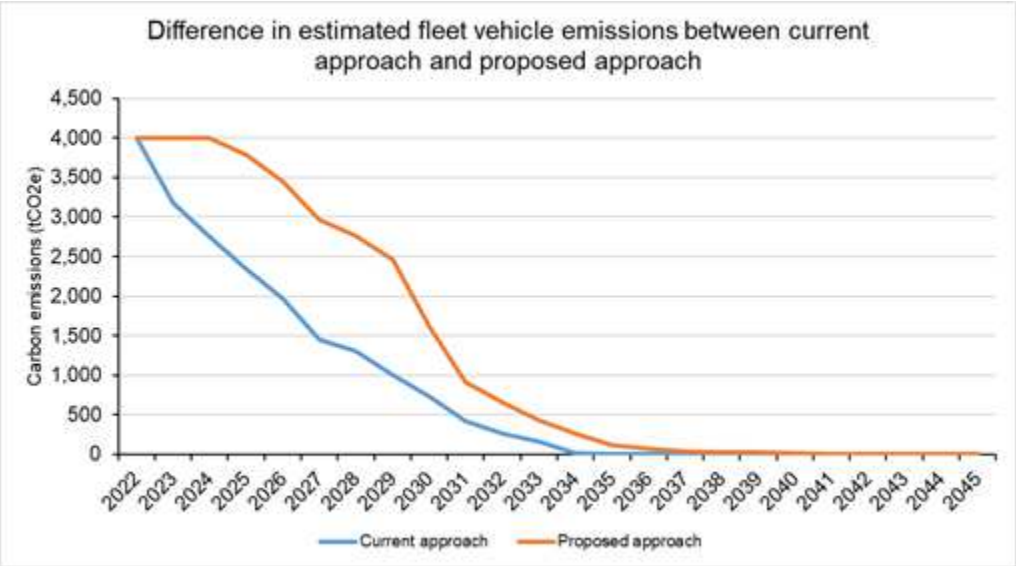
8.4 The EST fleet decarbonisation report has included a summary of its recommendations in an attempt to help influence the Council in its efforts to decarbonise its fleet. Table 2 below highlights the summary of the recommendations made and the progress already made by the Council.

Table 2 – Summary of EST fleet decarbonisation recommendations

Description of recommendation	Progress to date	Timescale
Install driver behaviour telematics in all vehicles	75% completed	Aim to be 100% by End March 2024
Implement a robust travel hierarchy that will reduce unnecessary journeys and encourage active travel	Report approved by E,D & I S committee 15th November 2022.	Complete
Replace all Internal combustion engine (ICE) cars with ZEV alternatives at the next replacement cycle	On-going but subject to vehicle availability and appropriate infrastructure.	2030
Replace all ICE LCV's with ZEV alternatives at the next replacement cycle	On-going but subject to vehicle availability and appropriate infrastructure. The technology very much in its infancy.	2030
Downsize fleet vehicles where possible	Council to commission an operational review by all departments of their vehicle and plant requirements.	
Develop the financial plan for replacing all vehicles with ZEVs	On -going	

9. Carbon Reduction Implications

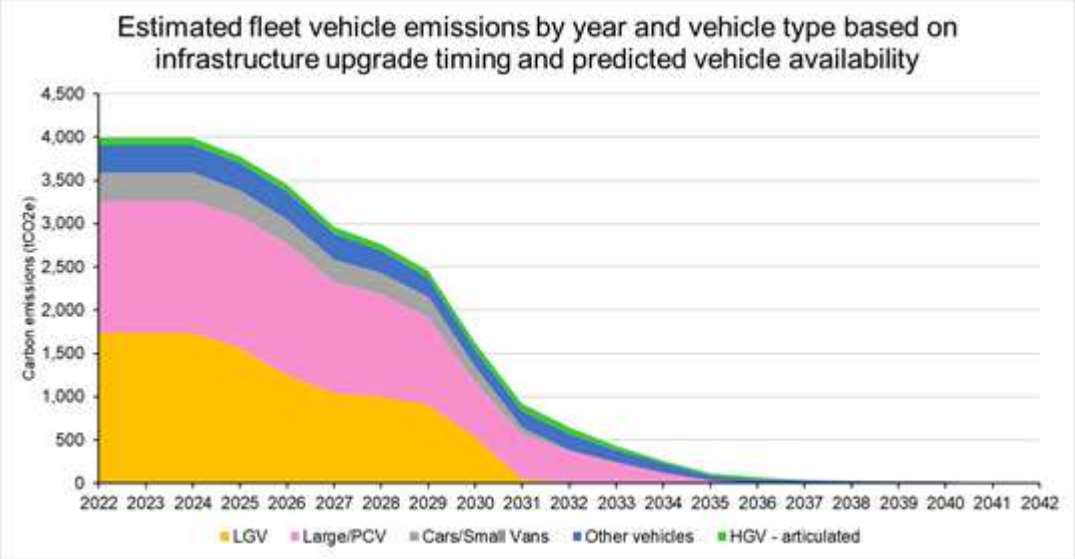
9.1 The proposed approach in section 6 will have the implication of adopting a slightly slower rate of reduction in carbon emissions of the Council fleet of vehicles. If it was possible to replace every vehicle with a ZEV option at the end of its life then the estimated carbon reductions are shown by (blue line) in Chart 1. However, the more pragmatic approach being proposed (orange line) will have the effect of altering this reduction as shown below. This will not meet with Moray Council 2030 net zero target but will meet revised targets aligned to SG targets. While neither approach for our vehicle fleet will reach zero emissions by 2030, the revised approach will contribute to reducing carbon emissions considerably by 2030 and this will be considered in the route map review to be undertaken later in the year.



9.2 The proposed approach is therefore estimated to lead to an increase in the Council's anticipated carbon emissions of 11,997 tCO_2e. This includes an estimated excess of 2,554 tCO_2e beyond the Council's 2030 net zero target date.

9.3 Most of the difference is around the delay in replacing specialist or large vehicles. By their nature these are large emitters of carbon compared to other fleet vehicles, and the time required to wait for suitable replacements leads to prolonged use of fossil based alternatives. It should be noted that the expectations in carbon reductions for cars and LGVs is still challenging to reach the targets within the replacement cycle.

9.4 The estimated carbon emissions of each vehicle type are highlighted in Chart 2 below. It should be noted that this is based on projected infrastructure upgrade timing and predicted vehicle availability. However, it must be highlighted that these factors are out of the council's direct control as identified in section 5 above.



9.5 The calculations are based on replacement cycles of vehicles and do not take into account difficulties in depot changes or any downsize of fleet vehicles. The high upfront financial cost of purchasing ZEVs and of possible depot

improvements means it is essential that business case calculations should take into account the social cost of carbon emissions as well as financial costs to allow a more whole life approach to investment to influence funding decisions.

10. SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))

The work done to date and proposed plan to continue to develop the council's ZEV strategy and to transition our fleet aligned at a pace to SG targets sits within the approach of the council in its Corporate Plan to facilitate Moray being recognised as an outward facing and ambitious Council delivering a sustainable economy.

(b) Policy and Legal

Legal - Failing to achieve the Scottish Government's target is more of a reputational risk than a legal risk.

(c) Financial implications

The financial cost of decarbonising the LGV fleet is significant. The cost of LGVs powered by electric and hydrogen remain prohibitively high. Generally EV costs are double and hydrogen costs are treble the cost of diesel vehicles. There are financial implications associated with the future decarbonisation of the fleet and building of required infrastructure.

Initial indicative projections set out phased incremental capital increases of £2m each year through to 2030 to facilitate vehicle transition to ZEV. This high level approach is based on smaller vehicles are much cheaper to replace and do not drastically increase the capital costs but as we progress to replace the larger vehicles costs will increase. High level projections suggest combining all vehicles and total volumes of replacements over the next 10 years is projected to cost in the region of £32m.

More detailed work is underway to accurately forecast what total investment will be based on current prices and this will be reported at future committee. It must be pointed out that there will likely be costs savings in running an EV fleet as a result of the difference between cost of electricity and cost of diesel. Another cost assumption is the EV sector suggests a reduction in maintenance costs but this is not proven at this time and difficult to quantify.

It is also assumed that the current ZEV replacement costs that are double and treble of current diesel vehicles will become less as the external market develops. We shall require to utilise our own capital and revenue budgets alongside grants and bids to Scottish funding streams. There will be pressure on the market to supply ZEVs which will impact on pricing and availability as organisations move to replace their fleet to meet internal and national targets.

As reported there will be financial implications with regards to the associated infrastructure required whether this be electrical underground, electrical battery, solar, wind or hydrogen. It is crucial that the on-going depot and buildings review is completed which will influence the most suitable and appropriate charging infrastructure required at key locations to transition all of the Councils fleet.

(d) Risk Implications

Budget Pressures – Officers will seek to maximise the funding available from Scottish Government to assist with the transition to zero emission vehicles and build the required infrastructure.

ZEV availability – MC will not receive vehicles in time to reach SG targets.

Workforce – Investment in our Depots and Training will be provided to ensure our teams and the right skills and working environment to maintain a zero-emission fleet.

Road to Net Zero Challenges – The actions from this report will support the reduction of CO2.

Infrastructure – It is challenging to receive advice, estimates on cost and installation timescales from our DNO operator within reasonable timescales and this is widely the same across all regions, simply due to the demand and capacity issues across the network.

(e) Staffing Implications

To meet the council's net zero aspirations is challenging within current workforce. The market is rapidly changing and appropriate resourcing, including project management support is crucial to manage infrastructure installations, power sources and planning/building warrant issues.

The change required to transition all the fleet will require on going management and administration of the back office infrastructure function such as control of charging cards/Invoicing/repairs to infrastructure responding to out of hours emergencies.

Training will be required at all levels throughout the organisation.

Recruitment and retention of fleet staff remains an issue.

(f) Property

The depot review is critical to allow for better understanding of what depots and building assets are to remain in the Council's long term plans moving forwards. This will provide the strategic direction to assist with planning of the infrastructure, carrying out reviews to identify capacity issues at depots/buildings which will then require planning and building warrant control.

(g) Equalities/Socio Economic Impact

The transition to a more environmentally friendly fleet will result in improved air quality for our local communities.

(h) Climate Change and Biodiversity Impacts

There is a reputational risk of not meeting the Scottish Government and Moray Council objectives in relation to its climate change agenda and ambitious net zero targets.

The approach proposed in this report is estimated to lead to an increase in the Council's anticipated carbon emissions of 11,997 tCO_2e. This includes an estimated excess of 2,554 tCO_2e beyond the Council's 2030 net zero target date.

The operation of fossil fuel powered vehicles contributes to local air pollution and the approach proposed in this report will prolong release of air pollutants and resultant exposure to employees and the wider public. However, it is noted that the proposed replacement vehicles will emit lower levels of air pollution than the current models in operation.

(i) Consultations

The Depute Chief Executive (Economy, Environment and Finance), Head of Environmental and Commercial Services, Legal Services Manager, Chief Financial Officer, Committee Services Officer (L Rowan), and Equalities Officer have all been consulted and their comments incorporated into this report.

11. CONCLUSION

11.1 The SG target for phasing out HDV vehicles is by 2040. However, the ambitious Council target is to replace or offset all these emissions by 2030 which will require the large vehicles to be replaced by 2030. As a result of the factors identified above, which includes cost, suitable fleet availability and the required charging infrastructure this is felt to no longer be reasonably achievable for this asset type.

11.2 Subject to approval it is proposed to continue to develop the council's ZEV strategy and transition the fleet aligned at a pace to SG targets where between now and 2040 the market is expected to mature significantly with greater choice and reduced costs.

11.3 This approach will inform forward capital funding requests as part of the capital planning process.

11.4 Work will continue to more closely align the separate strategies being developed by the Council under its climate change agenda. Currently separate teams are responsible for the development of hydrogen strategies, EV public infrastructure, Fleet decarbonisation and council owned infrastructure.

Author of Report: Mark Atherton, Roads Maintenance Manager

Background Papers:

Ref: SPMAN-524642768-841

REPORT TO: **ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 7 FEBRUARY 2023**

SUBJECT: **CLODDACH BRIDGE STRUCTURAL ASSESSMENT**

BY: **DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND FINANCE)**

1. REASON FOR REPORT

1.1 To inform the Committee of the structural condition of Cloddach Bridge which is currently closed in the interest of public safety and advise on the options available for the future operation of this bridge.

1.2 To inform the Committee of the meeting held with community representatives.

1.3 This report is submitted to Committee in terms of Section III (F) (15) of the Council's Scheme of Administration relating to management and implementation of the requirements of the Roads (Scotland) Act 1984.

2. RECOMMENDATION

2.1 It is recommended that Committee agree to either:

(i) keep Cloddach Bridge closed to vehicular traffic but open to pedestrians and cyclists with regular inspections to monitor the condition of the bridge; and

(ii) when bridge condition deteriorates further and it is not safe for any user, this route is closed permanently and the bridge is removed;

Or

(iii) investigate potential options to keep the bridge open to vehicular traffic up to 3 Tonnes in weight, at a cost of £30,370 for the investigation with a report back on the findings of this investigation, including estimated costs of options, to a future meeting of this committee, referring the proposed estimated expenditure on investigation to Corporate Committee for approval.

3. BACKGROUND

3.1 Cloddach Bridge was built in 1905 with and estimated design-life of between 100 and 120 years, after which it would require significant refurbishment or replacement. This bridge is located on the C2E road and a traffic survey undertaken in 2020 showed the average number of vehicles crossing the bridge each day was less than 800.

3.2 Principal Inspections were undertaken on the bridge in 1995, 1997 and 2019. In 2001 a weight restriction of 7.5Tonnes was applied to the bridge and following the Principal Inspection and Structural Assessment undertaken in 2019, the allowable weight was reduced to 3Tonnes.

3.3 To deter non-compliant vehicles from crossing the bridge a 2m height restriction was installed in summer 2021. However, the height restriction was hit repeatedly by non-compliant vehicles over a period of several months.

3.4 A Special Inspection and Load Capacity Review was undertaken in February 2022, to establish how much the bridge had deteriorated and the impact the deterioration had on the load bearing capacity. The findings of this assessment indicate significant deterioration and a load bearing capacity of less than 3Tonnes. Based on this assessment Cloddach Bridge was temporarily closed to motor vehicles in the interest of public safety. The maximum length of diversion required because of this closure is 6 miles.

3.5 To verify the condition of Cloddach Bridge an independent Structural Engineer was commissioned to undertake a Principal Inspection and Structural Assessment. The independent Structural Assessment used more complex analysis techniques that provide greater detail on the structural condition of the bridge. The Inspection took place in mid-February 2022, with the Structural Analysis completed by the end of March. The report of the Principal Inspection and Structural Assessment has been uploaded as an additional document to the Committee Management Information System (CMIS) along with the agenda. A summary of the findings is provided below.

3.6 Findings of the independent Principal Inspection and Structural Assessment:

- The Principal Inspection (PI) –confirmed that substantial corrosion has occurred to the steel beams. The concrete arches between the beams and the steel soffit are showing significant signs of deterioration. These defects are commensurate with the age of the bridge, which is at the end of its service life.

- Structural Assessment – The Structural Assessment confirms that the bridge does not have sufficient capacity for vehicle loading. Details of the analysis are provided in the Assessment Report.

- Recommendations – The Assessment report recommends that Cloddach Bridge should remain closed to all vehicular traffic. With continued monitoring, the bridge could remain open to pedestrians and cyclists for a period of approximately two years.

3.7 Potential options for the future operation of Cloddach Bridge have been identified and these are provided below. A cost estimate has been provided

for each option by the independent Structural Engineer and this estimate includes a nominal allowance of approximately 15% for risk. Given that construction inflation is currently 30% and there are a number of uncertainties associated with the repair and replacement works, 15% is considered optimistic. At this stage in a construction project it is standard practice to add optimism bias of 60%. As a small risk allowance has already been included, optimism bias of 45% has been added to the options requiring construction works.

3.8 **Do Nothing** – This would allow the bridge to remain open to pedestrians and cyclists only without further intervention from the Council. Vehicles would be prevented from crossing the bridge by the barriers currently in place on either side of the bridge. This option is considered a risk to public safety as no inspections would be undertaken to monitor its condition and suitability for pedestrian and cycle use. There would also be no turning facilities for motor vehicles. There are no costs or economic benefit associated with the Do Nothing option.

3.9 **Do Minimum** – The bridge would remain open to pedestrians and cyclists only but the structure would be inspected and its condition monitored. Further deterioration of the bridge is likely to result in a full closure. A long term road closure would be required, with ancillary works such as signage and turning facilities for motor vehicles. Erection of bollards or other substantial structure would be required to prevent vehicle access while allowing access for pedestrians and cyclists. The cost estimate for this option is £135,000. It should be noted that there will be additional costs required to implement a full road closure when this becomes necessary. There is no economic benefit associated with this option.

Costs

Bollards & Signage	Stopping Up Order	Turning Head	Construction Works	Optimism Bias	Total
£50,000	N/A	£85,000	N/A	N/A	£135,000

3.10 **Close and Demolish Bridge** – the bridge would be closed to all users and a Stopping Up Order would be progressed. Stopping Up requires the river channel to be reinstated to its condition before the bridge was constructed and the land returned to the landowner(s). The bridge, including abutments and piers would need to be removed and the channel made good. The cost of demolition is estimated to be £333,500. This estimate does not include any work that may be required to remove the weir, which forms part of the bridge structure. Any work to the weir would need to be done under licence from SEPA. There is no economic benefit associated with this option.

Costs

Bollards & Signage	Stopping Up Order	Turning Head	Construction Works	Optimism Bias	Total
£15,000	£10,000	£85,000	£120,000	£103,500	£333,500

3.11 **Repair the bridge for pedestrian and cycle use** – The bridge would remain closed to vehicles but strengthening the deck could extend the life of the bridge for pedestrian and cycle use by 10 years. There is a risk that the grit

blasting required to repaint the steelwork would reveal further deterioration that could not be observed during the Principal Inspection. If this were to occur it could significantly increase the cost of this option. The estimated cost of this option is £435,000. There is no economic benefit associated with this option.

Costs

Bollards & Signage	Stopping Up Order	Turning Head	Construction Works	Optimism Bias	Total
£15,000	N/A	£85,000	£200,000	£135,000	£435,000

3.12 **Repair the bridge for vehicular use** – This option would require complete refurbishment of the bridge deck and parapet. There would also need to be extensive river bank repairs and repairs to the concrete substructure. It is estimated that this option could increase the service life by 50 years. Given the uncertainty with the condition of elements of the bridge that could not be accessed for inspection, the risk associated with this option is considered significant. The estimated cost of this option is £2,537,500. The economic benefit of this option is £74,000 per year.

Costs

Bollards & Signage	Stopping Up Order	Turning Head	Construction Works	Optimism Bias	Total
N/A	N/A	N/A	£1,750,000	£787,500	£2,537,500

3.13 **Demolish and replace Cloddach Bridge** – This would require demolition of the existing bridge and construction of a new single span bridge, which would have a design life of 120 years. The estimated cost of this option is £2,900,000. The economic benefit of this option is £74,000 per year.

Costs

Bollards & Signage	Stopping Up Order	Turning Head	Construction Works	Optimism Bias	Total
N/A	N/A	N/A	£2,000,000	£900,000	£2,900,000

3.14 Cloddach Bridge is not currently in the Capital Plan for expenditure on repair or replacement. Replacement of this bridge is considered low priority as it is not a critical route and the maximum diversion is 6 miles. To be classed as a critical route the bridge would need to carry more than 7,000 vehicles per day, provide sole access to more than 8 properties or provide access to critical infrastructure, such as a fire station or hospital. As this is considered low priority it is recommended that the Do Minimum Option is progressed.

3.15 A petition was submitted to Moray Council on 21 June 2022, asking for the repair or replacement of Cloddach Bridge so that it can be re-opened to vehicular traffic. The petition has 769 signatures, of which 456 are residents in Moray. A total of 25 comments were made by the petitioners, most of which refer to the inconvenience of an increase in travel time caused by the closure of Cloddach Bridge. The diversion route is through Elgin and adds a distance of 3 miles from either side of the bridge, resulting in a maximum diversion of 6 miles. The additional journey time was assessed during different traffic conditions once at 08.15 hrs and again at 14:00 hrs and was found to be between 15 and 12 minutes respectively. Under Section 6 of the Council's

Petitions Policy, the petition should contain the names and full addresses of 50 signatories resident in Moray and who are registered on the elector register. These names and addresses need to be verified. As the petition was an on-line petition, it only showed names and postcodes and no signatures and therefore did not strictly meet the requirements of the Council's petitions policy, when this report was first drafted for members consideration. A copy of the petition statement is provided in **Appendix A**.

4. COMMUNITY ENGAGEMENT

4.1 Since the closure of Cloddach Bridge in February 2021, officers have responded fully to all requests for information from members of the community and community representatives.

4.2 At a meeting of this Committee on 6 September 2022, it was agreed that officers should meet with community representatives to discuss the issues related to the closure of Cloddach Bridge (paragraph 6 of the minute refers).

4.3 A meeting was held at Elgin Town Hall on 27 October 2022, with community representatives from Heldon Community Council and Cloddach Bridge Action Group, elected members and officers. At this meeting it was agreed that a scope to investigate options to keep the bridge open on a temporary basis would be drafted and priced for the consideration of members. A copy of the agreed scope is provided in **Appendix B**.

4.4 The scope for investigating options to keep the bridge open on a temporary basis has been drafted and agreed with community representatives. The cost of undertaking this investigation work is £30,370. The cost of implementing the options assessed will not be known until the investigation is complete. However, it should be noted it is unlikely that any of the temporary options assessed will cost less than £150,000.

4.5 If members choose to progress the investigation of these options, it will be commissioned as early as possible and the findings, including estimated costs, brought to a future meeting of this committee for members consideration.

5. SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))
"Building a better future for our children and young people in Moray"

(b) Policy and Legal
Moray Council in its role as Local Road Authority has a statutory duty under the Roads (Scotland) Act 1984 to manage and maintain the road network.

(c) Financial implications
The financial implications are set out in paragraphs 3.9, 3.10, 3.11, 3.12, 3.13 and 3.14 of this report. As there is no allowance for investigation works on Cloddach Bridge in the Capital Plan, the proposed estimated expenditure would be referred to Corporate Committee for approval.

When the Council approved the budget for 2022/23 on 22 February 2022 (paragraph 3 of the Minute refers) it balanced only by using reserves and one-off financial flexibilities. The indicative 3 year budget showed a likely requirement to continue to make savings in the order of £20 million in the next two years. All financial decisions must be made in this context and only essential additional expenditure should be agreed in the course of the year. In making this determination the committee should consider whether the financial risk to the Council of incurring additional expenditure outweighs the risk to the Council of not incurring that expenditure, as set out in the risk section below and whether a decision on funding could reasonably be deferred until the budget for future years is approved.

(d) Risk Implications

Cloddach Bridge does not have the capacity to withstand vehicle loading and there would be a risk to public safety if the bridge were to be reopened to vehicular traffic without significant repair or replacement.

There are a number of unknowns associated with demolition, repair and replacement of the bridge and there is a risk that the cost of undertaking these works will increase. It should also be noted that post COVID construction inflation is currently around 30%. There is still uncertainty around how much this may increase in future and there is a risk that costs could increase significantly over the next few years.

In addition, prioritising a bridge in departure from policy creates the risk that other communities will seek to alter the prioritisation of bridges in their area, which would exacerbate cost pressures as set out in paragraph (c) above. Foths Bridge was viewed as an exceptional departure from policy in 2021/22 because a spend to save case could be made given the need for changes to school transport arrangements, which created additional costs. There are no such considerations for Cloddach Bridge.

(e) Staffing Implications

There are no staffing implications associated with the recommendations in this report. If another option is to be progressed, staff costs would be added to the overall project costs.

(f) Property

Cloddach Bridge currently vests with Moray Council in its role as Road Authority. If the bridge is closed and the road is Stopped Up, the land on which is has been constructed will need to be reinstated and returned to the landowner.

(g) Equalities/Socio Economic Impact

If the bridge remains closed to vehicular traffic, a maximum diversion of 6 miles may affect some car users.

(h) Climate Change and Biodiversity Impacts

Where possible we would seek to recycle and / or reuse the waste material generated through demolition of the existing bridge.

(i) Consultations

Depute Chief Executive (Economy Environment and Finance), Head of Environmental and Commercial Services, Chief Financial Officer, Legal Services Manager, Equal Opportunities Officer and L Rowan, Committee Services Officer have been consulted and their comments incorporated into the report.

6. CONCLUSION

6.1 Cloddach Bridge is currently closed to vehicular traffic, in the interest of public safety.

6.2 The bridge can be used by pedestrians and cyclists, if regular inspections are undertaken to monitor its condition.

6.3 The bridge cannot be reopened to vehicular traffic without significant repair work or replacement. This bridge is not considered strategically important for the reasons set out in paragraph 3.14 and has not been prioritised for capital expenditure on repair or replacement.

6.4 At a meeting with community representatives, it was agreed that an investigation into options to keep the bridge open on a temporary basis would be priced for Members consideration.

Author of Report: Debbie Halliday Consultancy Manager

Background Papers:

Ref: SPMAN-524642768-839

[redacted] started this petition

Cloddach Bridge has been closed and we the local residents would like to petition the local council to repair or replace and reopen the bridge.

We understand that the council have budget constraints but this bridge provides a vital transport link for rural communities.

It can be argued that an effective programme of maintenance over the preceding years would have prolonged the life of the bridge.

Clearly busy routes will always take priority but the impact this bridge being closed is having on locals who are now having their commute or school run heavily impacted is huge.

This impact is not being considered at this stage. But for the people who are being affected it is becoming difficult or impossible to work and remain resident in the area when travel times have increased so much.

Cloddach Bridge Temporary Solutions Scope

Version	Detail	Prepared By & Date	Checked By & Date	Authorised For Issue By & Date
1.0		Will Burnish	Debbie Halliday	Debbie Halliday

Contents

1 Purpose of the *Service*

The purpose of this Service is to provide technical support on possible temporary solutions to Cloddach Bridge to allow it to be opened to support 3.5T vehicles only. The following are the key outputs from this scope:-

- Report setting out possible temporary solutions
- Approximate costs for each solution
- Advantages and Dis-advantages for each solution
- Recommendations

2 Description of the *Service*

Cloddach Bridge was built in 1905 with an estimated design-life of between 100 and 120 years, after which it would require significant refurbishment or replacement. This bridge is located on the C2E road and a traffic survey undertaken in 2020 showed the average number of vehicles crossing the bridge each day was less than 800. Figure 1 shows the site location. The Grid Reference for the centre of the site is NJ 21136 64788.

Principal Inspections were undertaken on the bridge in 1995, 1997 and 2019. In 2001 a weight restriction of 7.5 Tonnes was applied to the bridge and following the Principal Inspection and Structural Assessment undertaken in 2019, the allowable weight was reduced to 3 Tonnes.

A Special Inspection undertaken in February 2022 indicated significant deterioration and a load bearing capacity of less than 3 Tonnes. Based on this assessment Cloddach Bridge was temporarily closed to motor vehicles in the interest of public safety. The maximum length of diversion required because of this closure is 6 miles.

A Principal Inspection and Structural Assessment was undertaken mid-February 2022, with the Structural Analysis completed by the end of March This independent Structural Assessment used more complex analysis techniques that provide more detail on the structural condition of the bridge.

The Service is to provide an assessment of a temporary solution to allow the bridge to be reopened to vehicular traffic. The assessment is to be based on the following criteria:-

- Anticipated life span greater than 10 years
- Cost less than £2m
- Minimum load capacity of 3.5t with FOS
- Load capacity of 7.5t with FOS
- Minimum width 2.4m
- N1 Parapet restraint

The Options to be considered are:-

1. Reduction in the width to allow running on in-beams only (or minor upgrades)
2. Repairs to existing structural elements
3. Installation of temporary bridge over existing using existing piers and abutments
4. Installation of temporary bridge using existing abutments only
5. Installation of temporary propping to support structure

As part of the review process, a meeting should be held with the relevant sections within Moray council to discuss what ancillary works will be required for options which have made it past screening. This meeting will be approximately 4 hours.

Task	Detail	Required by
Screening Report of Proposed Temporary Options.	Produce a Screening Report to determine which temporary repair solutions proposed meet the baseline criteria. There is no weighting to be applied. If the Option fails a Screening Question it is to be rejected. For each Option that is rejected the reason for its rejection is to be detailed in the report. The following are the screening questions to be used:- • Likely design life of greater than 10 years • Provide minimum width of 2.4m • Initial cost estimate less than £2m • Load capacity 3.5t or greater	27th March 2023
Temporary Options Report	Produce an Options Assessment Report for the listed Options. The report must show how each Option performs against the assessment criteria. Each Option must have: • an indicative cost, including whole life costing; • the anticipated servable life; • Advantages and Disadvantage; and • financial risks. The Report should include the do minimum and do nothing Options. The Report should identify the preferred option, based on value for money.	28th April 2023

Table 1: Scope to be undertaken

The *Consultant* delivers the *Service* in accordance with the framework information; the *work package conditions* NEC3 Professional Services Short Contract, April 2013 as amended by the Data to be applied to a *package order* and the individual Work Package Scope.

The *Consultant* acts as *Lead Consultant* liaising with all other members of the *Project Team* as directed by the *Client* through all stages appropriate to the appointment.

The *Client* has appointed Will Burnish as *Client's Agent* and Client *Project Manager* the *Consultant* liaises with relevant person as instructed by the C*lient* and in accordance with clause Z38 "Working with Others" of the *work package conditions* NEC3 Professional Services Short Contract April 2013.

The *Consultant* ensures that all information and assistance is timeously provided to enable other members of the Project Team to provide the Service required of them by the *Client*.

The *Consultant* prepares all designs, specifications, schedules and calculations in accordance with the relevant standards and codes of practice for the relevant discipline.

The *Consultant* liaises with all external statutory authority parties and public utility bodies as necessary to obtain and ensure all consents are granted and are in place as required in relation to the agreed programme throughout the stages of the project. The *Consultant* advises the *Client* of all potential issues arising from the design development which effects the obtainment of such consents. The *Consultant* advises the *Client* of any anticipated changes in legislation known at the time of design development which may affect such consents.

3 Existing information

See Section 7

If there is existing information available on the site, including topographical survey, site investigation report and existing site Services, the *Consultant* takes full responsibility for developing this information as a basis for design proposals, verifying if the information is current and ensuring changes are updated. The *Client* makes no representation to the accuracy or completeness of any such information and it shall always be for the *Consultant* to satisfy themselves as to the accuracy or completeness of such information.

4 Specifications and Standards

The list is not exhaustive and the Consultant must ensure that they apply all relevant standards and best practice:-

- Design Manual for Roads and Bridges
- Specification for Highway Works

The *Consultant* proposes and utilises suitably qualified personnel to deliver each Work Package.
The *Consultant* has due regard to the *Client's* commitment to provide high quality service which give value for money. The *Consultant* gives particular attention to and is required to achieve a high standard of quality, achievable within budget, in every aspect of the Service including the design, function and operational standards, the capital, maintenance and running costs, the overall control and management of the works, compliance with the programmes, achieving cost targets and the effect on the environment.

The *Client* specifies the specific Service to be provided and the specific Scope for each Work Package at the time of issue of a Package Order. The *Consultant* carries out the Work Package in accordance with relevant technical standards including:

- British standards;
- EU standards;
- Statutory requirements;
- Relevant Client procedural standing orders and financial regulations;
- Good Industry Practice;
- Health and safety legislation;
- any *Client* policies or guidance relating to the work, and
- any other requirements specified by the *Client* in the Scope for each Work Package.
  If the *Consultant* considers it necessary to depart from any technical standard, he notifies the *Client* of the proposed departure and the reasons for such departure.
  The *Consultant* may be required to perform the Services while based:
  - at the *Consultant's* offices,
  - at the *Client* offices, or
  - at a relevant site.

If Service is being provided while based at the *Client* offices, the *Consultant* and the *Consultant's* staff comply with all policies, procedures and instructions given to him by the *Client* in relation to access, conduct, health and safety and use of any facilities.

If Service is being provided at a relevant site, the *Consultant* and the *Consultant's* staff comply with all policies, procedures and instructions relevant to working at the site in relation to access, conduct, health and safety and use of any facilities. Prior to the commencement of the Service at a relevant site, the *Consultant* ensures that his staff receive adequate training in health and safety procedures and the use of the necessary personal safety equipment.

The *Consultant* may be required to provide site accommodation and/or welfare facilities for his staff working at a relevant site where these are not provided by the *Client* or Others.

The *Consultant* will be responsible for gaining any permissions or approvals required from others necessary to carry out the Service.

The *Consultant* complies with all legislative and statutory requirements relating to the type of Services undertaken in any Work Package.

Data and file transfer between the *Consultant* and the *Client* may be undertaken electronically, with the appropriate information and specific arrangements stated within the Scope for each particular Work Package.

All records, correspondence, data files, documents and drawings relating to specific Work Packages under the Framework Contract shall be archived to CD. All files must be verified before archiving.

5 Constraints on how the *Consultant* is to provide the *Service*

The following are the key constraints on how the project is to be delivered:-

- Initial Screen Report to be complete within 3 (Three) weeks of contact award
- Full Report issued within 8 (Eight) weeks on contact award

6 Requirements for the programme

A Programme for the works is to be issued within 2 (Two) weeks of contract award. The Programme must contain as a minimum the following key milestone:-

- Start of Contract
- Completion of Initial Assessment Memo
- Draft Issues of Initial Assessment Memo
- Issue of Final Initial Assessment Memo
- Completion of Options Report
- Draft Issues of Options Report
- Issue of Final Options Report

Programme is to be undated every 2(Two) weeks following 1st issue of the Programme.

The *Consultant* will be responsible for arranging regular meetings with the *Client* to review progress on each Work Package including progress against the Accepted Programme, a review of any risks, early warnings and compensation events and review of any cost estimates. These will normally be on a monthly basis, or such other period as agreed for a specific Work Package.

The Accepted Programme for a Work Package should be produced and maintained using Microsoft Project. The *Consultant* ensures that the Programme and status for each activity to be carried out under the Work Package is up to date prior to any meeting. The Programme shall detail the baseline programme as well as the current Accepted Programme, in order that progress against each activity and the completion date can be evaluated.

7 Information and other things provided by the *Client*

The following information will be provided as part of this Scope:-

1. Cloddach Bridge Inspection Report - 27 Sep 1995
2. Cloddach Bridge Assessment Calculations - 06 Feb 1996
3. Cloddach Bridge Inspection Report - 17 July 1997
4. Cloddach Bridge Assessment Calculations - 26 July 2000
5. Cloddach Bridge Principal Inspection Report - 26 Sep 2019
6. Cloddach Bridge PI Defect Sketch (.dwg) - 26 Sep 2019
7. Cloddach Bridge Load Review Calculations - 17 Oct 2019 (Check 11 Mar 2020)
8. Cloddach Bridge Special Inspection Report - 28 Jan 2022
9. Cloddach Bridge Inspection Report - Mar 2022
10. Cloddach Bridge Assessment Calculations - Mar 2022

REPORT TO: **ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 7 FEBRUARY 2023**

SUBJECT: **PORT MARINE SAFETY CODE QUARTERLY REPORT – QUARTER 3**

BY: **DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND FINANCE)**

1. REASON FOR REPORT

1.1 To inform the Committee on matters of Marine Safety and compliance with the Port Marine Safety Code (PMSC) for the period Q3 year 2022/23.

1.2 This report is submitted to Committee in terms of Section III (F) (25) of the Council's Scheme of Administration relating to the functions of Council as Statutory Harbour Authority (SHA).

2. RECOMMENDATION

2.1 Committee is asked to consider and note the safety performance, fulfilling its function as Duty Holder under the Port Marine Safety Code.

3. BACKGROUND

3.1 Under the statutory requirements of the Port Marine Safety Code (PMSC) the organisation (Moray Council) must appoint a duty holder to ensure compliance with the PMSC is achieved. The organisation must provide a report on PMSC performance annually as a minimum.

3.2 The role of Duty Holders is held by Members of this committee. The role requires accountability for ensuring the organisation's compliance with the PMSC.

3.3 At a meeting of this committee on 20 March 2018 it was agreed that a report on PMSC would be submitted quarterly (paragraph 6 of the minute refers)

3.4 Moray Council, in its capacity as a Statutory Harbour Authority, is committed to undertaking and regulating marine operations to safeguard all its harbour areas, the users, the public and the environment through its Safety Management System (SMS).

4. Q3 Review

4.1 The following sections of the report set out an overview of marine safety performance for Q3 of 2022/23.

PMSC Audit

4.2 A full annual audit of Moray Council compliance with PMSC was carried out by Marex Marine, within their capacity as designated person. The Audit was conducted at Buckie Harbour Office on 12 October 2021 and concluded that the Moray Council harbours are compliant with the PMSC. The Audit process made observations. The open items from this are provided in the table below.

Observation	Progression
Review Harbour Bye-laws with particular regard to continued relevancy	Liaison with legal service required to establish a time to review bye-laws during 2022/23. Target Date completion 31/12/23
Consider cyber security protocols	Addition of cyber security policy to be added to SMS during review cycle including update of IT systems in new harbour office. IT consultation is ongoing with council officers during process of office move. Target Date completion 31/01/23
SMS updates, rewording suggestions	Review of SMS completed. Compilation draft of new document being finalised ready to be presented for consultation and approval at annual audit set for 8 Feb 23. Audit findings presented to duty holders at next ED/I committee due in May 2023.
Consideration of adding extra safety signs around harbour	In conjunction with ongoing water safety group meetings and work stream considerations for signs required to be discussed. Signs on order and being produced currently. Target Date for completion 31/01/22
Increasing drills carried out with external institutions suggested	Plans to be made to include exercises with local fire brigade large scale cross council drill to be organised with Aberdeenshire council with Emergency planning officer. Revised target date end of September 2023

4.3 The 2022/23 Annual Audit conducted by Marex Marine will now take place at Buckie Harbour on 8 February 2023 due to absences and moving of harbour office commitments. The report and findings will be brought to this committee at the next scheduled date.

4.4 The Audit will be focused on updates to the safety management system which have been undertaken and on the risk assessment processes in place within the harbours.

Key Performance Indicators

4.5 Details of the Council's compliance with PMSC are provided below.

Q3 Accident, Incident and Near Miss Statistics

4.6 **Incident statistics Summary Table**

Quarter	Injuries	Incidents	Near Misses
3	0	0	0

4.7 No Incidents or accidents to report.

Aids to Navigation

4.8 As a Local Lighthouse Authority, Moray Council is required to report the availability of all of its navigational lights to the Northern Lighthouse Board in March of each year. Currently the Port Closed light on the North Pier in Buckie is unavailable, resulting in availability figures being decreased. This has been discussed with the Northern Lighthouse Board and they have noted it is not an urgent requirement as the light is not mandatory and other provisions to communicate any port closures are available.

4.9 New solar powered lights will be installed in Burghead and Buckie. The new solar powered lighting will decrease the number of faults observed and as a result lead to an increase in the availability figures for all navigational aids. This work has been funded by Scottish Government Marine Fund Scotland Scheme and installation will be completed after completion of harbour office move and appropriate weather conditions exist with a target completion by end of March 2023.

4.10 Notice to Mariners 04 2022 was issued on the 15 December 2022 notifying all mariners that the Mucks Navigation light is extinguished. A suitable replacement has been located and will be installed on the next weather/tidal window available with the harbour team committed to doing this whatever day is suitable.

4.11 The table below summarises the availability of Navigational lights under Moray Council's responsibility.

IALA Category	No Of Aids	Total Hours	No Of Failures	OOS Hours	MTTR	MTBF	Availability	Target Availability
Moray Council								
CAT 1	1	26,304	0	0:00	0:00	0:00	100.00 %	99.80 %
CAT 2	15	394,560	6	31333:58	5222:20	60537:40	92.06 %	99.00 %
CAT 3	4	105,216	1	5222:00	5222:00	99994:00	95.04 %	97.00 %
No Category	0	0	0	0:00	0:00	0:00	0.00 %	0.00 %
Totals	20							

The 'Availability Objective' is calculated over a rolling 3-year period. This means that over this period a Cat 1 Aid to Navigation needs to be functional for 99.8% of the time. Currently Moray Council is meeting this target. The availability of Cat 2 and 3 lights is below the target availability.

4.12 The target for the year 2022/23 is to increase the availability figures of Cat 2 lights to 95% and Cat 3 lights to 97%. This will be achieved by utilisation of new solar powered lights that once installed, planned by end of Feb 23, will provide more efficiency due to less reliance on unsuitable cabling, prone to faults.

Pilotage

4.13 Pilotage is not compulsory at Buckie harbour, therefore, not all cargo movements require the services of a pilot. The number of pilotage acts carried out in the third quarter of 2022/23 was 10 acts of pilotage in relation to 32 vessel movements, 7 of which were at night.

Training

4.14 There are currently two members of staff deemed competent to pilot, one unrestricted and one restricted to daylight hours. By end of Q3 it was anticipated that both members of staff would be competent to pilot without restrictions and that a third member of staff would be fully trained. Currently, one pilot is still training due to lack of pilotage opportunities and will be deemed competent within the coming weeks. Training will begin for other harbour staff after completion of the current pilot trainee during Q4 with 2 new harbour assistants beginning training.

4.15 Training for Port Facility Security is currently being sourced to be completed by 2 members of staff. Currently harbours are compliant with PMSC and International ship and port facility code (ISPS) however additional trained staff will provide additional resilience and shared responsibilities.

Staffing

4.16 One member of staff remains absent from work due to long term sickness and this post is being covered by an agency appointed officer until Occupational Health recommendations and advice have been confirmed. This is scheduled to be concluded by end of January 2023.

4.17 Recruitment for MV Selkie staff is ongoing with a new recruitment round for vessel master being undertaken during Q4.

Conservancy

4.18 Dredging has continued into quarter 3 of 2022/23, with priority given to Buckie navigational channel and Burghead channel when weather and tide permitted. There has also been significant work undertaken at Portknockie.

4.19 From 1 October 2022 to 31 December 2022 the total amount of spoil removed to designated spoil grounds was 3360 Tonnes over 23 digging days. This includes the harbours at Portknockie and Buckie (see table 2 para 4.25).

4.20 Burghead groyne is at the end of its serviceable life, which is increasing the deposition of sediment at the harbour channel. A contract has been awarded to undertake significant maintenance work to the groyne. This work is subject

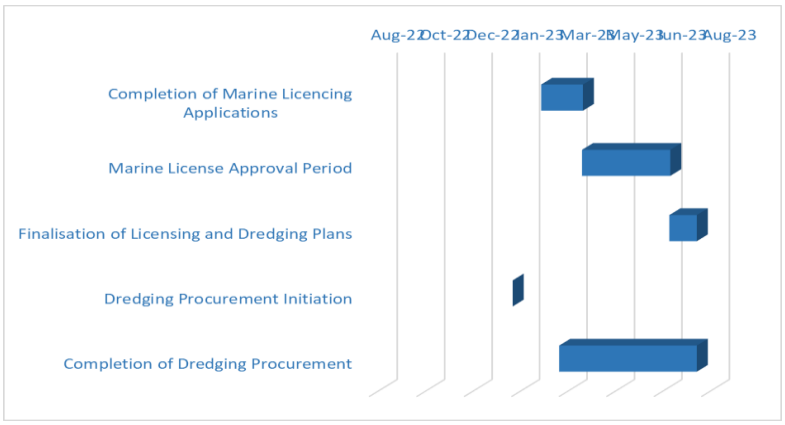
to a marine licence which is currently being progressed by Marine Scotland and is due to begin during Q4

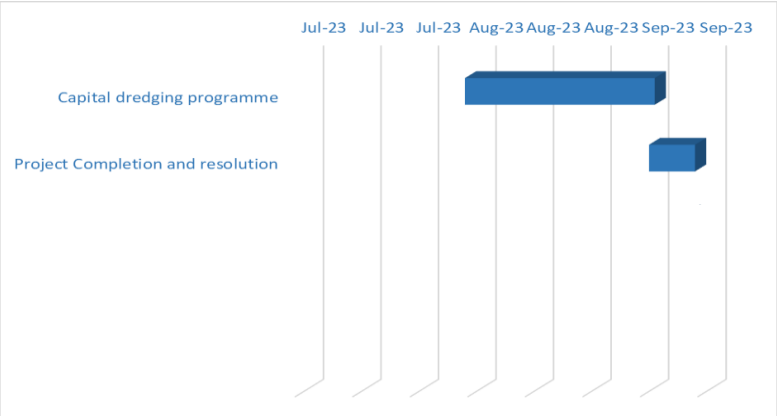
4.21 In Buckie the current depth under chart datum is officially 2.1 Metres with relevant Notice to Mariners promulgated. There has been significant improvement in the depth of the channel as a result of work carried out in Q1 Q2 and Q3. Indication from Selkie and pilot boat sounding is that depth under chart datum exceeds 2.5 metres. These soundings are subject to official bathymetric survey which is being coordinated to be completed early February 2023.

4.22 There is a Notice to Mariners published warning vessels of the fluctuating depths within the entrance channel of Burghead advising all mariners to contact Harbourmaster for accurate information and tidal information.

4.23 The priority areas for dredging remain Burghead (sand bank approaching harbour entrance) and Buckie (entrance channel).The agreed capital works to undertake outsourced dredging, (agreed on 29 June 2022 paragraph 22 of the minute refers,) is currently progressing with preparation works. Sediment sampling and its analysis is being procured and conducted to satisfy Marine Scotland licencing requirements. Marine Scotland have accepted all sediment sample plans and procurement and organisation of the analysis works is being undertaken. The planned works will incorporate work to dredge all harbour basins in Buckie utilising a combination of Selkie and external vessel.

The timetable for external dredging is as follows:





Other dredging requirements include:

- Hopeman: Different options to increase the efficiency of dredging at Hopeman are being considered and a plan detailing these will be developed in 2022/23.
- Cullen: dredging by the Selkie will focus on the beach side of the basin.
- Findochty: Further dredging is required at the entrance channel to complete work started in Q2.

4.24 There has been an increase in available water under chart datum of 1.0 metre in the west basin and channel at Findochty harbour as a result of the dredging campaign in 2021/22. Dredging in Q2 of 2022/23 has removed 540 tonnes of spoil from the entrance area and approach to the new pontoons, maintaining good access to all vessels.

Selkie

4.25 MV Selkie has completed works within Buckie and Portknockie during the third quarter of 2022/23. The table below summarises the work carried out during this quarter:

Table 1: Days worked and total tonnage removed Q3 2022/23 vs Q1 and Q2 2022/23 and Q4 2021/22

Year	Days working	Weather days	Maintenance	Working days %	Tonnage Removed
2022/23 Q3	23	13	14	46	3,360
2022/23 Q2	24	17	14	44	3,260
2022/23 Q1	30	12	20	48	3,460
2021/22 Q4	24	30	9	38	3,330

Table 2: Summary of works carried out per harbour during Q3

Harbour	Cumulative working days	Cumulative weather days	Cumulative maintenance days	Tonnage removed
Buckie	21	13	14	2,820
Portknockie	2	0	0	540
Total (%)	23 (46)	13 (26)	14 (28)	3,360

4.26 During the Q3 of 2022/23 there has been a slight increase to a total of 3,360 tonnes compared to the previous quarter (Q2 3,260, see Table 1 para 4.25). This total has been completed over 23 working days which is an increase in working day percentage from 44% to 46%.

4.27 The updated figures for the current year 2022/23 are now 46% working days 25% weather days and 29% maintenance days (planned and unplanned). This is still below the target KPI of 50% working days (see paragraph 4.31).

Table 3: Comparison of working days compared to weather and maintenance

Year	Days working %	Weather days %	Maintenance %
2022/23 Total	46	25	29
2022/23 Q3	46	26	28
2022/23 Q2	44	31	25
2022/23 Q1	48	20	32

4.28 The plan for increased efficiency moving forward is to maximise the number of days crewed on vessel and continue to work effectively with maintenance to lower the number of maintenance days. A computer based planned maintenance system on board Selkie and throughout the harbours is now delivered and is currently being readied and tested for full use and has begun to be used in Q3. This system will increase efficiency of auditing maintenance, allow greater ability to scrutinise maintenance and its history and allow remote access monitoring of all maintenance.

4.29 The procurement process to install Marine mammal observation equipment is currently underway with a planned date of installation to occur at end of February 2023. This equipment will allow Selkie to work in more marginal weather conditions above a force 3 at spoil dumping grounds. This will further improve the efficiency of dredging operations.

Environmental Considerations

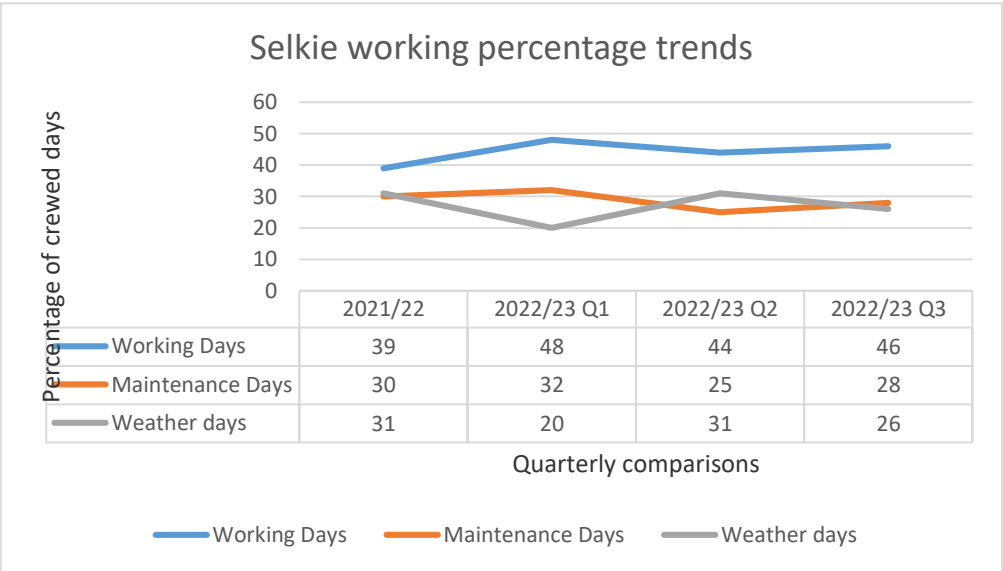
4.30 There has been continuing work carried out with the focus on lowering carbon emissions and promoting overall environmentally sound practices within the harbours. This includes plans to upgrade the electrical infrastructure available within Buckie harbour, allowing less reliance on fossil fuel generators for power.

4.31 **KPI Summary Table**

KPI	Progress at the end of Q2	Completion Target Date
Conservancy		
Buckie Channel Depth 3.0M	Current official depth 2.1M (2.5 M sounded by pilot boat)	31/03/23
Buckie Basin 1/2/3 depth 3.0M	Current depth 2.2M	Review of progress 31/03/23 Fully achieved by 31/08/23 work currently being undertaken by Selkie
Provide 0.3M channel Burghead	Current depth 0.0M	Review of progress 31/03/23 Fully achieved by 31/08/23

Productivity		
Maintenance days less than 20%	Currently 29%	Continuous review
Working days greater than 50%	Currently 46%	Continuous review
Total minimum tonnage removed above 14,120 Tonnes (aspirational target 18,000 Tonnes)	End of Q3 10,080 (annual projection therefore 13,446)	31/03/23
Total working days above 77 (target 100)	77 end of Q3 (therefore completion of initial target 77)	31/03/23
Staffing		
Full Time master	Q4 recruitment campaign (long term skilled agency worker currently)	30/09/22 postponed due to staffing issues within harbour office and long term absence. reviewed target 31/03/23
Safety management/ Maintenance		
SMS review and Update	Reviewed and awaiting audit review by designated person to be carried out Feb 23	15/02/23
Full Risk assessment update	In progress annual review completed.	31/10/22
Planned maintenance system implementation	Procured and installed, assets being added to database for complete functionality initial usage underway	31/08/22
Financial		
Lower Running costs to within Budget	To be reviewed	31/03/23

4.32 **Graph of Selkie Working availability trends**



4.33 The general pattern of Selkie working day availability compared across quarters in 2022/23 vs 2021/22 shows a slight decrease in maintenance days and overall a slight increase in working days. There is however still continued improvement required to reach the desired KPIs highlighted in the table in paragraph 4.34 above. A trend graph will continue to be added in future reports to highlight progress toward KPIs identified for working day and maintenance day targets.

5. General Safety Updates

Safety related works

5.1 There have been a number of jobs completed during Q2 improving safety conditions within all harbours, these works include:

- Various lighting repairs in all harbours.
- Remove protruding piece of rebar causing a health and safety risk.
- Housekeeping across all harbours ensuring all areas are safe and clean.
- Move and replace cargo vessel fenders in Buckie.
- Replace lifebuoy ropes in all harbours where needed.
- Install handrails to allow safer egress for the Boxing day swimmers at Burghead.
- Install various other handrails across all harbours.
- Replace sand bags to secure barriers at Findochty and Cullen.
- Change out various rope ladders across all harbours.
- Replaced searchlight on Pathfinder and carried out other maintenance on board.

Signage

5.2 The signs listed below have been ordered and will be erected when received.

1. Four signs to restrict general access to the pontoons.
2. Harbour operations signs.
3. Designated visitor berths.
4. Operational speed restrictions
5. Keep slipway clear signs.

6. Buckie Harbour operational Update

6.1 All leases and relevant legal papers have been signed and concluded with respect to offshore wind energy Operations and Maintenance base. Work to begin new office buildings and quayside assets for offshore wind base are now underway.

6.2 Buckie harbour office now temporarily located within Buckie Drifter building and remains fully operational in shared building with Offshore wind energy company as new office buildings are developed for Harbour office and Offshore wind O/M base.

6.3 New weighbridge constructed and completed to west side of existing Fishmarket building providing new improved weighbridge facility. Facility has

safer accessibility as well as closer proximity to cargo handling facilities and eventual harbour office location.

7. Objectives identified for remaining quarter of 2022/23

- Publishing of updated SMS: the revised SMS will be presented to a future meeting of this committee once audited in February 23.
- Undertake further reviews of Marine Policy and Harbour Bye-laws by harbour staff ready to pass on to legal representatives in financial year 23/24.
- Review training requirements and request necessary training.
- Continue momentum of Pilot training and accreditation leading to 2 fully competent Pilots within the Harbour team by end of Q4.
- 2022/23 PMSC audit February 2023 and provide report at end of Q4.

8. SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP)
Sustainable harbours maintained to operate safely and efficiently contribute to the economic development of Moray.

(b) Policy and Legal
Non-compliance with the PMSC will have legal implications.

(c) Financial implications
Non-compliance of the PMSC may have financial implications.

(d) Risk Implications
Failure to comply with the PMSC could result in prosecution of the authority.

(e) Staffing Implications
No staffing implications arise from this report.

(f) Property
There are no property implications arising from this report.

(g) Equalities/Socio Economic Impact
There are no specific equalities matters, however, the Equalities Officer has been consulted and comments incorporated into this report.

(h) Climate Change and Biodiversity Impacts
There are no climate change and biodiversity implications arising from this report.

(i) Consultations
The Depute Chief Executive (Economy, Environment and Finance), Head of Environmental and Commercial Services, Legal Services Manager, Head of Financial Services, Committee Services Officer (L Rowan), and Equalities Officer have all been consulted and their comments incorporated into this report.

9. CONCLUSION

9.1 The Council is currently deemed to be compliant with the PMSC, however, work to maintain a safe environment remains an ongoing matter in a dynamic environment. Diligent staffing and constant monitoring and risk assessing will be utilised to maintain compliance as demands evolve.

Author of Report:	Stuart Akass, Development and Operations Manager (Harbours)
Background Papers:	
Ref:	SPMAN-524642768-840

REPORT TO: **ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 7 FEBRUARY 2023**

SUBJECT: **USE OF GLYPHOSATE TO CONTROL WEEDS IN OPEN SPACES**

BY: **DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND FINANCE**

1. REASON FOR REPORT

1.1 To inform the Committee of the legally approved use of Glyphosate and advise on the Council's use of Glyphosate to control weeds in open spaces;

1.2 This report is submitted to Committee in terms of Section III (F) (11) of the Council's Scheme of Administration relating to exercising functions in relation to parks, open spaces and woodland management and maintenance.

2. RECOMMENDATION

2.1 It is recommended that the Committee:-

(i) note that although there are public concerns, Glyphosate is legally approved for use in Great Britain until December 2025 and that it continues to be the most cost effective and efficient method of managing weeds;

(ii) approves the proposals to reduce the use of Glyphosate through a managed approach in certain settings as outlined in paragraph 6.3, and note that whilst these can be introduced without additional cost a greater presence of weeds and longer vegetation would need to be accepted and tolerated within the environment;

(iii) note that Officers will continue to monitor the cost and effectiveness of alternative approaches of weed control.

3. BACKGROUND

3.1 Glyphosate is the active substance in many herbicides (weed killers) and is widely used to control most weed species including perennials and grasses. First used in Great Britain (GB) in 1979, Glyphosate is a translocated, systemic herbicide which on contact moves through the plant to kill the shoots

and roots. It is used to kill actively growing plants but does not stop new weeds from growing.

3.2 As well as its widespread use in agricultural, forestry and amenity environments it is commonly used by local authorities to control weeds as it provides a cost effective and efficient means of control.

3.3 Glyphosate is currently approved for use in the EU until December 2023 and in GB until December 2025. Further information can be found here.

3.4 Glyphosate's EU approval was due to expire in December 2022 however on 2 December 2022, the European Commission extended its approval for one year until 15 December 2023. This decision was taken to allow the EFSA sufficient time to conclude its peer review which is due to be completed in July 2023.

3.5 Information sourced from the Health & Safety Executive (HSE) advises that the UK has a rigorous approval process for pesticides. The main aim of this process is to protect the health of people, creatures and plants, and to safeguard the environment. This process has been applied to glyphosate which has been approved as safe and efficacious. The risks associated with the use of pesticides in amenity situations such as parks and open spaces are specifically considered as part of the authorisation process. Legally enforceable conditions of use are imposed on the way products can be applied to ensure the public are not exposed to levels of pesticides that would harm health or have unacceptable effects on the environment. Further guidance provided by the Health & Safety Executive can be found here.

3.6 There are however, increasing concerns about the potential harmful effects of glyphosate on human health, wildlife and the environment. In response to such concerns a growing number of local authorities are reviewing or have stopped or reduced its use of Glyphosate and are adopting alternative methods of weed control.

3.7 The HSE also notes that following the publication of a report from the International Agency for Research on Cancer (IARC) in 2015 which found that glyphosate was 'a probable human carcinogen', there has been a lot of debate across the world as whether herbicides which contain glyphosate are safe to use.

3.8 The Association of Public Service Excellence (APSE) recently provided a briefing to its members on glyphosate and advised that:

- there is no right or wrong answer to the question is it safe to use glyphosate products.
- national agencies across the world have declared glyphosate to be safe to use; however, some countries have now decided to ban glyphosate or severely curtail its use; the UK continues to say glyphosate based products are safe to use.
- the use of glyphosate-based products is still legal in the UK so local authorities cannot be prosecuted for using these products.

- there are few alternatives to glyphosate and those which are seen as alternatives are often still in a pilot phase and much more expensive to use.
- some local authorities have taken to ban glyphosate and glyphosate-based herbicide use totally, or at least in specific areas such as schools, playgrounds, parks and pavements.
- the Health and Safety Executive enforce regulations relating to the advertisement, sale, storage, supply and use of pesticides.
- there may be a need for the public to accept higher levels of weeds if the use of glyphosate is banned or reduced.

3.9 New alternative approaches are being introduced and trialled by a number of local authorities but as stated in the APSE report, these are more expensive and sometimes not as effective. In addition, APSE have also advised that 'local authorities should take the opportunity whilst the use of glyphosate remains lawful to identify an appropriate cost effective solution and potential alternative products'.

3.10 The Council's Open Space Operations team recognise that herbicides containing glyphosate continue to provide the most cost effective and efficient method of weed control across the Council's estate. Measures have however been taken to reduce the use of glyphosate where possible. This includes reducing treatments around amenity grass plots where grass cutting machinery can easily access to control vegetation, and mulching of some shrub beds and other amenity plantings to supress weeds. In addition, the team has introduced areas of less frequent grass cutting to allow wildflowers to thrive to support biodiversity and to reduce the need for herbicides in these areas.

3.11 The Scottish Government carried out a detailed survey of local authority pesticide usage in Scotland in 2019. The survey found that all responding local authorities adopt a combination of herbicide and non-chemical weed control strategies. The most commonly used non chemical methods were mechanical control: cutting, strimming, mowing, flailing and supressing weed growth with mulches. Where herbicides were applied, all respondents stated that they took steps to reduce their use, primarily by evaluating whether there were alternative non-chemical control measures and by minimising and targeting herbicide use. The main reasons stated for choosing to use herbicides over alternative controls were for control of invasive weeds, maintenance of acceptable visual appearance and protection of infrastructure. Where herbicides were used, they were reported to be more effective over a longer period, with a lower associated cost, than alternatives. Some local authorities also reported that there was limited availability of alternative control methods.

3.12 Some Scottish local authorities have taken measures to reduce or limit their use of glyphosate. For example, Highland Council operates a partial ban on the use of products containing glyphosate with the ban preventing use at sports and recreation facilities, play areas and schools. Aberdeen City Council continue to use glyphosate having not yet found a cost effective alternative but continue to review techniques to try to reduce its use. They have also trialled flame treatments and foam/hot water controls in the city

centre but have found these very labour intensive and not cost effective to use elsewhere. Similarly, Aberdeenshire Council continue to use glyphosate and have trialled alternatives but with limited success so far, therefore they continue to look for alternative options. Midlothian Council introduced a complete ban in 2019 but then approved officer recommendations in 2021 to permit its continued but limited use whilst committing to reduce average annual use. Glyphosate based herbicides offers the most effective control for non-native invasive species like Giant Hogweed and therefore other organisations, e.g. the Scottish Invasive Species Initiative led by NatureScot work to control non-native species along riversides in Northern Scotland, continue to treat these plants with herbicide as it provides the most effective control.

4. Current Use of Glyphosate

4.1 Weed control is an important task within the Council's grounds maintenance programme for the following reasons:

- weed growth can cause damage to infrastructure, e.g. paths, kerbs, walls, fences, headstones, roads.
- ineffective weed control can be perceived by some as a poorly maintained or a neglected environment due to the appearance of the environment where weeds are present and vegetation is not controlled.
- uncontrolled weeds can generate complaints from residents (although there is a growing interest in accepting weeds and uncontrolled vegetation within our environment, in particular to support and promote biodiversity. This includes species such as dandelions, daisies, thistles, groundsel, willowherb).
- to control non-native invasive plant species like Giant Hogweed and Japanese Knotweed which can present issues with public safety and structural damage respectively if not treated. Glyphosate is also an important tool to prevent the spread of invasive species such as Rhododendron ponticum and Himalayan balsam.

4.2 The Operations team uses Glyphosate as part of its grounds maintenance programme to control weeds in open spaces including:

- within shrub and rose beds
- around cemetery headstones
- around obstacles inaccessible to grass cutting equipment across green spaces (e.g. benches, road signs, lamp posts, fence lines, drain covers, tree bases etc.)
- in play areas and around bark safety surfacing pits
- in cemetery car parks
- on path surfaces in parks, cemeteries and open spaces to reduce trip hazards, protect infrastructure and manage the appearance of these spaces
- to control non-native invasive plants (Giant Hogweed and Japanese Knotweed)
- within schools grounds - shrub beds, play areas, obstacles, paths and fence lines (applied during school holidays)
- around war memorials

- housing property gardens
- harbour hard surfaces/paths
- Industrial Estates
- highways – along kerb edges and back lines of pavements and housing lanes to remove potential trip hazards and protect pavement infrastructure

4.3 Herbicides are applied using pressurised sprayers (knapsacks) and Controlled Droplet Applicators (CDAs). Operatives are trained in the safe use and application of herbicides and comply with the Code for the Safe Use of Pesticides and Control of Pesticide Regulations. Product labels guide operatives on approved use and application rates alongside product Safety Data Sheets and our own operational risk assessments and COSHH (Control of Substances Hazardous to Health) assessments.

5. Weed Control Costs

5.1 The cost of purchasing Glyphosate based herbicides is approximately £20,500 per annum.

5.2 Limited resources has not allowed for the Open Space grounds maintenance asset management database to be updated in recent years and therefore our mapping and asset data is no longer accurate. It is however estimated that the cost of applying herbicides as part of programmed work in open spaces is £58k per annum. A range of adhoc weed control works is also carried out each year for other services including Housing, Education, Property and Roads with labour costs to deliver this estimated at £26k per annum.

5.3 The annual weed control programme using herbicides is therefore estimated to cost £104,500.

5.4 Glyphosate has continued to be used by the Council as it provides a cost effective and efficient means of weed control when compared to alternatives. Whilst not eliminating weeds in the environment entirely our current programme of treatments provides reasonably effective control.

5.5 This effective and efficient control is important particularly given our limited operational resources for grounds maintenance operations. The service currently operates with limited staff numbers and is already stretched to deliver the annual programme of grounds maintenance services across Moray, and where the work of grounds maintenance staff is also prioritised for burials over grounds maintenance works to meet service demands. The team's focus has therefore been on carrying out operational tasks in the most efficient and cost effective manner given there is no available staff capacity to increase manual methods of weed control or for trialling alternatives which are costly and more labour intensive.

6. Alternatives to Glyphosate

6.1 There are a number of alternatives to the use of herbicides containing glyphosate including: thermal controls (flame, hot water and/or foam), acetic

acid (active ingredient in vinegar), manual controls (hand, tool or machinery removal), fatty acids (pelargonic acid) and electricity. Appendix 1 provides a summary of these alternatives - each have their pros and cons with none considered suitable as a direct cost effective or efficacious replacement for glyphosate based herbicides.

6.2 Further officer time and resources would be required to more fully research these alternatives beyond the summary contained within this report.

6.3 APSE advice is that the use of alternatives to Glyphosate will add to revenue costs for weed control (including labour, materials, vehicles, and fuel), with many requiring capital investment. Officers continue to monitor experiences of other local authorities through the APSE member network and trade journals and have noted to date that in general others have found alternatives to be less effective, more costly and labour intensive, and that alternative methods of control could increase labour and costs manifold.

6.4 Given the increased costs associated with alternative controls, including the additional staff needed to resource more frequent treatments than currently required through the use of glyphosate, the following approach could be introduced without cost to reduce the use of Glyphosate, providing a greater presence of weeds and longer vegetation is accepted and tolerated within the environment.

- Tree bases: cease application of herbicides to control weeds at the base of trees in streets and green spaces and tolerate / accept longer grass in these locations (excluding cemeteries given the sensitive nature of cemeteries and gardens of remembrance and the perceived link between visual appearance and dignity of the deceased).

- Play areas: cease application of herbicides to control weeds in 58 play areas with fixed play equipment and where there is grass matting safety surfacing installed and accept the presence of weeds and longer grass within and around these assets; and similarly cease application of herbicides in 16 play areas where rubber crumb surfacing is installed and where the opportunity for weeds is low (this approach excludes 44 play areas across our estate where safety surfacing is formed from bark pits and where targeted herbicide control will continue to be required to prevent weed growth from establishing and for the safety surfacing to perform its function effectively).

- Obstacles: cease application of herbicides to control weeds at the base of obstacles to grass cutting in open spaces (e.g. benches, signs, street name signs, lamp posts, litter/dog bins, drain covers etc.) and tolerate/accept weeds and longer grass/vegetation at these locations (excluding fence lines or base of walls where treatment is recommended to continue to protect infrastructure, and excluding cemeteries and war memorials were control is also recommended to continue).

- Grass Edges: reduce use of herbicide around grass plots and limit use only to where grass cutting equipment cannot access.

and continue to reduce the use of Glyphosate by:

- Shrub Beds: continuing to mulch shrub beds with bark chippings from tree related works to supress weeds where and when resources allow (this practice is currently used to limit our use of Glyphosate).

- Wildflower areas / areas of relaxed grass cutting: avoiding applications of herbicide in the vicinity of these areas to allow native flowers, grasses and 'weeds' to thrive to support pollinators, and tolerate/accept weeds and longer grass/vegetation in the surrounding areas.

- Limiting use: through continued targeted treatment

- Strimming: to continue to carry out strimming operations in open spaces to manage weeds and longer vegetation, including around grass cutting obstacles, noting that resources for strimming are limited as previous budget savings have reduced staffing resources for strimming works and that the frequency of this task is now on average bi-monthly.

7. SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))

Enhancing biodiversity delivers a wide range of social and environmental benefits that will support corporate and community planning objectives.

Environment – looking after the world we live in to protect it for the future. We want to encourage everyone to take small steps to preserve and protect our environment as we go about our daily activities.

(b) Policy and Legal

The Council's Open Space Strategy aims to ensure public open spaces in Moray are of sufficient quality and distribution to meet the needs of local communities and local biodiversity.

There are no direct legal implications. Glyphosate is currently legally approved for use in Great Britain.

(c) Financial implications

The use of Glyphosate to control weeds in open spaces is currently considered to be the most cost effective and efficient means of control. Alternatives methods are currently more expensive and would require additional revenue and capital expenditure. However, the approach contained within this report and outlined at paragraph 6.3 does not require any additional revenue or capital investments.

(d) Risk Implications

Given increasing public concerns over the use of Glyphosate to control weeds in open spaces there is a potential reputational risk to not considering an approach to reducing its use.

There is a risk that a reduction in environmental standards results in an increase in customer dissatisfaction and complaints about a reduced standard of grounds maintenance, including at locations where communities are actively involved in looking after the appearance of their local environment.

There is a risk that the Council cannot identify a viable or affordable alternative to Glyphosate in the next few years but Officers will continue to monitor the cost and effectiveness of alternative approaches.

There is a risk of damage to infrastructure and public safety through tripping hazards or irritation without an effective weed control programme in place.

(e) Staffing Implications

The recommendations contained within this report can be contained within existing staffing resources.

There is no available staff capacity or budgets to adopt alternative methods of control which are more costly and labour intensive to provide which require an increase in the number of treatments or controls.

(f) Property

The approach is likely to affect the visual appearance of our open spaces due to a greater presence of weeds and longer vegetation in the environment however controls around fixed infrastructure and buildings would continue at current service standards to avoid help reduce damage to infrastructure.

(g) Equalities/Socio Economic Impact

The proposals could support increasing biodiversity and contribute to community health and wellbeing by reducing inequalities of access to nature.

(h) Climate Change and Biodiversity Impacts

The proposals will support mitigation of, and adaptation to, the climate and biodiversity crisis. The Council has recognised the biodiversity crisis through the Climate Change Strategy and its support of the Edinburgh Declaration on Biodiversity. The negative impact of glyphosate is particularly relevant to pollinators, especially bees, which are under a number of growing pressures and the resulting pollinator decline will have risks to human food systems. Therefore, attempts to reduce the use of glyphosate should be supported.

(i) Consultations

Depute Chief Executive (Economy, Environment and Finance), Head of Economic Growth and Development, Legal Services Manager, Head of Environmental and Commercial Services, Head of Financial Services, Head of Housing and Property, Open Space Operations Officer, Roads Maintenance Manager, Sport & Culture Service Manager, Principal Climate Change Strategy Officer, Strategic Planning & Development Manager, L Rowan (Committee Services Officer) and Equal

Opportunities Officer have been consulted and comments received have been incorporated into the report.

8. CONCLUSION

8.1 Glyphosate is a legally approved effective herbicide used to manage and control a range of weeds in open spaces. Unlike many other herbicides, Glyphosate's systemic action kills the roots of weeds making it one of the most widely used, cost effective tools for managing weeds in the environment

8.2 Many local authorities in Scotland continue to use Glyphosate for weed control with some having reduced use and trialled alternative control methods.

8.3 Alternative methods of control are not currently as effective as Glyphosate and would require an increase in both revenue and capital expenditure to meet the increased costs of materials, labour, fleet and fuel to maintain current levels of weed control, each with their own positive and negative features.

8.4 An approach to reduce the Council's use of glyphosate is set out in paragraph 6.3 and could be introduced without the need for additional capital or revenue resources but given the reduction in grounds maintenance standards this would require a greater presence of weeds / longer vegetation to be accepted in our environment.

8.5 Given the lack of a cost effective or efficacious alternative there is a need to continue to monitor trials of alternative approaches being undertaken by others.

Author of Report: James Hunter, Open Spaces Manager

Background Papers: Minute of the Meeting of the Economic Development and Infrastructure Services Committee, Tuesday 21st June 2022 (Item 6 - Written Questions and Response).

Ref: SPMAN-524642768-838

APPENDIX 1

Alternative Methods of Weed Control

Method	Positives	Negatives
Manual Removal – removal of weeds by hand or handheld tools or machinery e.g. weed rippers	Effective method within instantly visible result Targeted approach	Labour intensive - a significant investment in additional staffing resources required if this method was to be adopted Potential hand arm vibration issues for staff Costly Time consuming Unlikely to remove roots resulting in quick plant re-establishment Requires ongoing and repeated treatment throughout the year Carbon footprint increase when petrol engines are used May damage tarmac surfaces especially if they are in poor condition Increase noise levels for public and operators where petrol driven machinery is used Can deplete soil volumes when roots are removed (particularly noticeable in plantings and around headstones)
Foam - a non-chemical weed control system - combines heat with biodegradable foam which acts as a thermal blanket to insulate hot water	Non chemical control system More effective than hot water – thermal blanket retains heat in kill zone Fewer treatments required when compared to hot water and steam Has multiple uses e.g. can be used to clean equipment in addition to weed control Can be used in all weather conditions	Increased CO2 output when compared to herbicide application on foot (vehicle and fuel required) Slow method of treatment Less effective control on perennial and woody weed species Potential access issues – equipment cannot easily access all areas where weeds are controlled and may be inaccessible to some Suitable for a limited number of settings only given restrictions on equipment accessing all areas

		Reports from trials by others that staff find the equipment unwieldy Transportation of water required Significant capital investment in machinery required and a significant increase in staffing to operate and completed the recommended 3 applications required by year
Thermal – control method using wet heat such as steam, hot water	Non chemical control method Plants dehydrate and die within a few hours or days	Wet heat quickly lost to the atmosphere (weather limited) which can reduce effectiveness Requires multiple applications throughout the year (due to little effect on root structure and quick re-growth) Requires vehicle and fuel Suitable for a limited number of settings only given restrictions on equipment accessing all areas Potentially slow and limited to water capacity Capital investment and additional staff, vehicle and fuel resources would be required Health and safety issues relating to high heat and potential burns if not used correctly/safely
Flame – use of flames to destroy vegetative matter using propane-fuelled flames, control delivered by passing an open flame over the weed	Non chemical means of control Can be used all year round.	Heat burns vegetation only therefore there is little impact on root structure Regrowth will soon follow control A significant number of treatments required each season to achieve effective control Risks to health and safety from naked flame and through transportation and storage Fire risk, including risks to infrastructure Cannot be used near vehicles Can damage property/infrastructure

		Additional staffing resources required for this method of control Uses propane gas to fuel flame
Electricity – method of control using electrical currents to destroy plants	Can provide effective treatment Useful for spot weeding	Time intensive treatment resulting increased labour input and costs Regular manual adjustment of voltage required to cater for size of weed Health & safety risks from incorrect use Potential to initiate fire Recommended cordoning off areas from public during treatments Cannot be used in wet conditions. Care needed around conductive items such as fences, signs, gates etc Capital investment and additional staff resources would be required
Acetic Acid – control using the active ingredient found in vinegar	Will kill most vegetation by burning through leaves and drawing moisture out. Effective within a few days	Effectiveness does not last long Must be handled with extreme care to avoid risk of irritation Unpleasant smell Weather dependent (needs to be applied in dry conditions) Cannot be used on soft surfaces like soil or sand No effect on root system so repeated treatments required and therefore higher labour costs Additional staff would be required to resource additional applications needed
Fatty Acids – Pelargonic acid found in plant and naturally dries out weeds	Natural origin Fast acting – signs of treatment within 2-3 hours	Contact acting – not translocated so does not kill roots (at least three times) More expensive than Glyphosate with a much higher

	Can be mixed with residual herbicide (flazasulfuron)	application rate – so more product required More applications required (5 – 6) each year to achieve effective weed control Increased staffing and material budgets required to resource greater number of treatments required for effective control
Strimming – mechanical, petrol driven method to cut grass / weeds around perimeters, and to control vegetation in larger areas, around difficult terrain or close to obstacles	Effective for large areas of vegetation Effective for difficult terrain Aesthetically more pleasing – achieves a tidier appearance Can be carried out all year round	Potential hand-arm vibration issues for operators Carbon footprint increase from petrol engines Labour intensive Equipment and servicing costs Increased risk of claims from flying debris No effect on root structures so does little to reduce re-growth Repeated treatments required Limited to certain weather conditions Supplementary tasks like blowing and sweeping required to remove arisings Previous budget saving have already reduced current strimming operations from monthly to every two months during the growing season Significant increase in staffing and material budgets required to resource greater number of operations required for effective control Risks of damage to assets from contact with strimmer wires

REPORT TO: **ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 7 FEBRUARY 2023**

SUBJECT: **MORAY ROUTES: BRIGHT FUTURES**

BY: **DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND FINANCE)**

1. REASON FOR REPORT

1.1 To present to committee the Strategic Tourism Infrastructure Development Plan, Moray Routes: Bright Futures and to seek permission to approve the plan and its proposals. The final plan has been included as **APPENDIX A**.

1.2 This report is submitted to committee in terms of Section III (F) (2) of the Council's Scheme of Administration relating to the exercise of functions that promote economic development.

2. RECOMMENDATION

2.1 **It is recommended that , subject to the qualification at para 4.6 of the report, committee approve the Moray Routes: Bright Futures plan and authorise officers to prepare (subject to staffing capacity) subsequent applications to future rounds of the Rural Tourism Infrastructure Fund, once announced, to progress the Tier 1 and selected Tier 2 projects referenced in the report.**

3. BACKGROUND

3.1 At its meeting on 6 April 2022, Moray Council approved the acceptance of a grant award of £31,500 from Visit Scotland's Rural Tourism Infrastructure Fund (RTIF) to create a Strategic Tourism Infrastructure Development Plan (paragraph 16 on the minute refers). Public Authorities were encouraged by Visit Scotland to submit an application for the preparation of a plan to identify capital projects which would address existing or future tourism pressure points. Only those authorities with plans approved by Visit Scotland will be able to submit funding applications to future rounds of the RTIF. The plan covers the Moray Council area, other than that which falls within the Cairngorm National Park boundary, as the park authority has funding to develop a separate plan.

3.2 A cross-section project team consisting of the Economic Growth and Regeneration Manager, Open Space Access and Policy Officer, Sustainable Travel Officer, and Senior Officer Economic Strategy and Development have coordinated the project. Following the Council approval of the grant award, a consultant was appointed to lead the preparation and writing of the strategic infrastructure plan.

3.3 Sustainable tourism is one of Scotland's key growth sectors as identified in the Scottish Government's National Strategy for Economic Transformation. It is also of importance to the Moray economy, generating significant economic benefits across the region. Prior to the COVID-19 pandemic, the tourism sector had seen consistent growth over a number of years, with the sector responsible for generating over 10% of total employment in Moray by 2019. The sector was then disproportionally affected by the pandemic due to the restrictions on travel, however there are now signs of recovery.

3.4 The STEAM Report for 2022, which analyses the impact of the tourism sector at a local level, indicates that the sector generated over £96m for the Moray economy in 2021. Though this remains below the 2019 peak of £134m. Additionally, in 2021 the sector was responsible for supporting:

- 480k annual tourism visits
- 1.4m annual visitor days
- 2,173 jobs (full time equivalent)

4. MORAY ROUTES: BRIGHT FUTURES

4.1 It was agreed that the Moray Strategic Tourism Infrastructure Development Plan would explore opportunities to enhance the six long distance walking/ active travel routes in rural Moray. This would be targeted towards delivery of significant long term benefits to the visitor experience, positively impacting the visitor economy and the local landscape, whilst also indirectly supporting the Moray Council Active Travel Strategy. These 'Moray Routes' comprise the network of key enabling walking and cycling leisure routes across Moray, which includes:

- Moray Way
- Speyside Way
- Dava Way
- Moray Coastal Trail
- Rothes Way
- Isla Way

4.2 The plan identifies key priorities in a package of measures for Moray Routes infrastructure over the medium term, defined as being within the next 5 years. The proposals included will support development of a network of routes that welcome everyone who wants to walk, cycle and wheel, with improved interpretation and infrastructure. This is targeted towards providing visitors with opportunities to move through the landscape at their own pace, increasing the number and duration of visitor stays, and spending more in local economies. The plan creates a pipeline of potential projects for Moray to reduce the pressures on communities through improving tourist infrastructure and enhancing the visitor experience.

4.3 The plan aims to builds upon complementary recent projects including the Speyside Low Carbon Hub, the Staycation project and RTIF funded Coast to Country (phase 4), and the Lossiemouth East Beach Bridge replacement. Together these projects have brought critical investment of £3.36 million to the Moray Routes network.

4.4 The vision of Moray Routes: Bright Futures is that by 2030, Moray Routes will be seen as a vibrant, distinctive, and responsible network of trails valued for their connectedness, ease of use, and warm welcome – alongside the exceptional landscapes and outstanding heritage found in Moray. The trails provide a year-round sustainable network for both tourism and active travel. The trails will become increasingly connected by low carbon transport options, creating economic and social value for local communities, supporting the area's transition to a low carbon economy.

4.5 In addition to engagement with public bodies and strategic partners such as Visit Moray Speyside and Cairngorm National Park Authority, key local community organisations were consulted in the preparation of the plan, with their views incorporated in into the final report. Those consulted include:

- Moray Way Association
- Speyside Way Association
- Dava Way Association
- Drummuir 21
- Findhorn Village Conservation Company
- Rothes Way Association
- Tomintoul & Glenlivet Development Trust
- Dufftown & District Community Association
- Portgordon Community Trust
- Glenlivet & Inveravon Community Association
- Dufftown & District Community Council
- Glenlivet Community Council

4.6 There is little maintenance budget for the core path network at present. However, the Dorenell Wind Farm community benefit fund provides an annual payment of £50k towards the core path network, over a period of 25 years. The Access Manager is currently developing an Action Plan for prioritisation of these funds to improve and manage the core path network, which will be reported later this year. These proposals for the wider network will include the Moray Routes and therefore implementation of any work on these routes will need to be co-ordinated with RTIF opportunities. In light of this, it is not proposed to progress with creation of a restricted fund, as is suggested in the plan, at this time.

5. PROJECT PROPOSALS

5.1 The consultants responsible for preparing the plan reviewed all 6 Moray Routes and developed an initial long list of 26 potential projects. This list was then reduced a final shortlist of 11 projects, based on site assessment, evidence from relevant studies, and stakeholder engagement. A workshop was then held with the project team to score these projects against fit with RTIF criteria and deliverability. From this, a final list of 8 projects were agreed,

including two strategic ‘Tier 1’ projects, and a further six ‘Tier 2’ projects which cover specific sections of the Moray Routes. These are projects that all fit with the criteria of the RTIF, demonstrate gaps in provision across the Moray Routes, and align with local strategy and the aspirations of communities. The projects are summarised in the table below and detailed in full in the accompanying plan.

Tier 1 Projects		
Project	**Estimated Capital Cost**	**Description**
1. Smart Destination	£102,450 - £111,450	This strategic project proposes to develop the use of sensors to generate real time user data to inform future maintenance and investment decisions, alongside creation of a visitor app to assist with the generation of data, while providing mapping, route information, and improving the quality of visitor stays.
2. Informed Destination	£87,000	The second strategic project identifies the need for installation of 17 interpretation hubs at key points around the Moray Routes network, to improve interpretation and provide visitor information.
Total Value Tier 1	**£189,450 - £198,450**	
Tier 2 Projects		
Project	**Indicative Capital Cost**	**Additional Notes**
3. Access for All	£73,500	Project in Findhorn on the Moray Coastal Trail. This would develop an all abilities path and viewing platform at the beach to alleviate current issues with access to the landscape for people with restricted mobility.
4. Venture up the Hill	£246,000	Project on Tomintoul Spur of the Speyside Way. The project will improve the safety and visitor experience of the route, as it crosses and travels alongside roads, as well as the construction of a new viewpoint in the vicinity of the summit of Cairnacay.
5. Link to the Trails	£450,000	Project on Dufftown Spur of the Speyside Way. The proposed works will seek to secure existing land slips and provide a safe route, alongside maintenance of the Fiddich and Newton bridges, with enhancements to existing path surfaces.
6. Distilleries Trail	£72,000 - £79,500	Project on Rothes Way Spur of the Speyside Way. The proposals are to provide support in the creation of the Rothes Way, as a new multi-use route that the community of Rothes is seeking to establish, linking Rothes with Craigellachie and the established Speyside Way.
7. Historic Connections	£112,500	Project at Dallas Dhu on the Dava Way. This project proposes to create an all abilities

		access path onto the Dava Way from Dallas Dhu to enhance the experience for visitors and people living in the communities in the nearby new housing developments.
8. Coastal Connections	£187,500	Project at Spey Bay on the Moray Coastal Trail. Proposals will deliver route enhancements and improve the signage of this unique section of the Moray Routes, which combines the Moray Coastal Trail and Speyside Way. This will provide a link via the old railway line to Portgordon and beyond to Buckie,
Total Value Tier 2	**£1,141,500 - £1,148,500**	

6. RURAL TOURISM INFRASTRUCTURE FUND ROUND 5

6.1 The next application deadline for RTIF Round 5 is 18th January 2023, which predates the meeting of this committee. However, Visit Scotland are exploring a change to the application process, which would result in RTIF changing to a rolling programme for applications, with 2/3 funding panels per year. However, this is still to be confirmed.

6.2 For projects which require further detailed design work, legal issues, or require planning, it is possible to apply to RTIF for a design grant of up to £20k at any time. If further planning or design is not required then authorities are able to progress directly to the next funding round. RTIF will fund up to 75% of eligible project costs for projects that form part of the delivery of a priority identified within a Strategic Tourism Infrastructure Development Plan.

6.3 The funding criteria for the RTIF is detailed below:

- 1 Responsible tourism and a carbon conscious approach
- 2 Addressing pressure points
- 3 Meeting strategic needs and gaps
- 4 Improving the visitor experience
- 5 Bolstering community capacity
- 6 Emphasis on deliverability and viability

6.4 To support the further development of funding bids and delivery of future projects, it is proposed that a project board be formed, consisting of officers from Strategic Planning and Development, Economic Growth and Regeneration, Open Spaces, and Consultancy. Project management resource will be built into any bids to subsequent rounds of RTIF.

7. SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))

The proposal will contribute to achieving the corporate plan priority to promote economic development and growth, also the LOIP priority of a growing and sustainable economy.

(b) Policy and Legal

The Council considers support for economic development issues on their individual merit, against the objective to facilitate sustainable economic growth and the desired outcomes of the Local Outcome Improvement Plan, Corporate Plan, and Moray Economic Strategy 2022-2031.

(c) Financial implications

Funding for the creation of the Strategic Tourism Infrastructure Development Plan was provided via £31,500 from RTIF, £3,500 from Highlands and Islands Enterprise, and £4,850 from Economic Growth and Regeneration via Business Gateway.

The total costs of the 8 projects prioritised within the Moray Routes plan equate to an estimated £1.347m. Delivery of all 8 projects would require match funding in the region of £337k. However, these projects will only be delivered subject to accessing the required match funding from external sources and securing the project management resource.

Possible sources of match funding for future projects include:

- Coastal Communities Fund
- UK Shared Prosperity Fund
- Just Transition Fund

There is little maintenance budget for the core path network at present. However, the Dorenell Wind Farm community benefit fund provides an annual payment of £50k towards the core path network, over a period of 25 years. The Access Manager is currently developing a strategy for use of these funds to support the core path network, which will be reported later this year. Any proposals for the wider network will include the Moray Routes.

(d) Risk Implications

The COVID-19 pandemic has resulted in unprecedented visitor demand, placing increased pressures on fragile infrastructure, while also highlighting the enormous potential of Moray's tourism sector. The Moray Routes: Bright Futures plan, and subsequent RTIF funding rounds, present an opportunity to mitigate these pressures and grasp the opportunity to enhance the local visitor experience and develop Moray's tourism economy. The risk is to do nothing, thereby seeing further deterioration of existing infrastructure and potentially losing out on increased tourism while other areas benefit.

(e) Staffing Implications

A cross-section working group consisting of officers from Strategic Planning and Development, Environmental Protection, Transportation, and Economic Growth and Regeneration have coordinated the development of the plan.

As detailed in this report, a project board consisting of officers from Strategic Planning and Development, Economic Growth and Regeneration, Open Spaces, and Consultancy will be formed. This will share resource across teams and spread the load associated with the development of funding bids, delivery of projects, and ongoing

maintenance requirements. Future applications to RTIF will also have project management resource built into the costs to ensure this is not an burden on Council resources. Projects will only be delivered subject to accessing sufficient funding, securing project management resource and where existing staffing capacity allows.

(f) Property

There are no property issues arising directly from this report. However, subsequent applications to RTIF will seek to make improvements to core path infrastructure, some of which is owned by the Council.

(g) Equalities/Socio Economic Impact

The strategic infrastructure plan will enable long-term economic investment across Moray, for the benefit of local communities from a leisure perspective and in developing local tourist economies. An equality impact assessment will be carried out throughout the implementation of the plan in order to ensure that the benefits are shared across the characteristics protected under the Equality Act 2010.

(h) Climate Change and Biodiversity Impacts

The proposals included in the Moray Routes: Bright Futures plan aim to promote multi use routes and active travel infrastructure improvements that make the strategic routes easier to use for cyclists and pedestrians, providing a viable alternative to motorised transport and helping to encourage modal shift to reduce the carbon footprint of local transport and tourism activity. The development plan is aligned with the proposals included in the Moray Council Active Travel Strategy.

A ‘repair over replace’ approach has been proposed for current infrastructure where possible, helping to conserve embodied energy and reduce resources. Careful selection of robust and durable natural materials and where practical, use of recycled materials will be prioritised in delivery of subsequent projects. Where possible, path furniture will incorporate biodegradable or recycled materials, and all wood products will be sourced from accredited sustainable forests. Project designs will consider measures to reduce ongoing maintenance burdens as much as is practically possible to protect resources.

Projects will maximise opportunities to promote and enhance biodiversity through control of invasive species and increased awareness raising of sensitive local ecosystems.

(i) Consultations

Depute Chief Executive (Economy, Environment and Finance), the Head of Economic Growth and Development, the Chief Financial Officer, the Economic Growth and Regeneration Manager, the Open Spaces Manager, the Principal Climate Change Officer, the Open Space Access and Policy Officer, the Sustainable Travel Officer, the Equal Opportunities Officer and Lissa Rowan (Committee Services Officer) have been consulted and comments received have been incorporated into the report.

7. CONCLUSION

7.1 The Moray Routes: Bright Futures plan provides a strategic vision for improving and developing some of the most valuable tourism resources in the region. The growth in the Moray tourist economy and interest in sustainable tourism more generally, provides an opportunity to stimulate local economic activity, support the sector, and improve infrastructure used and enjoyed by local communities as well as visitors.

7.2 The Rural Tourism Infrastructure Fund provides an opportunity to fund two key strategic projects, which would both enhance the experience of visitors to Moray, and provide valuable data to support future development of the Moray Routes. While improvements to sections of the routes via the six further place based infrastructure projects will enhance and develop key elements of the long distance path network in all corners of Moray.

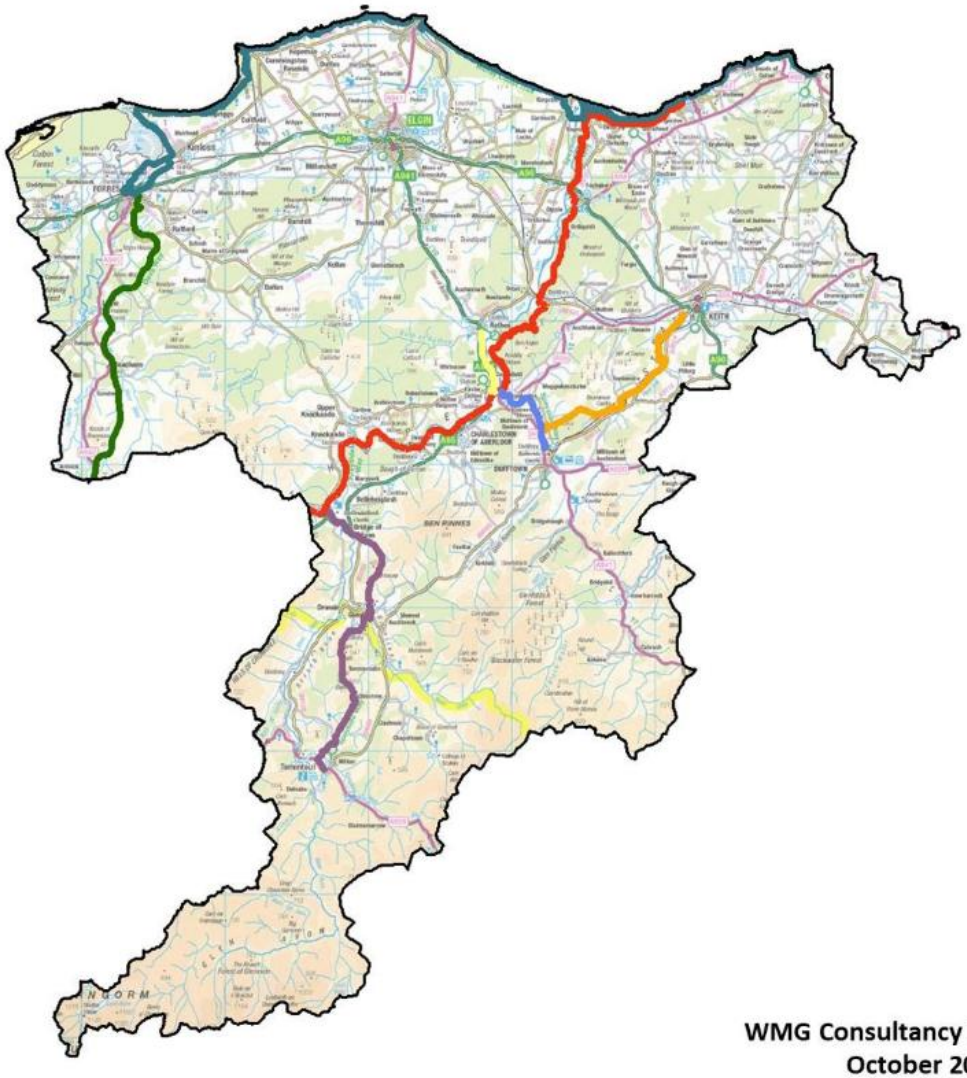
7.3 Approval of the Strategic Tourism Infrastructure Development Plan and the proposals outlined for the development and implementation of the next phase of these projects is key to allowing this work to progress.

Author of Report: Chris Muir, Senior Officer Economic Strategy and Development

Background Papers:

Ref: http://spman.moray.gov.uk/MANComRepDraftSite/_layouts/15/DocIdRedir.aspx?ID=SPMAN-813460984-327

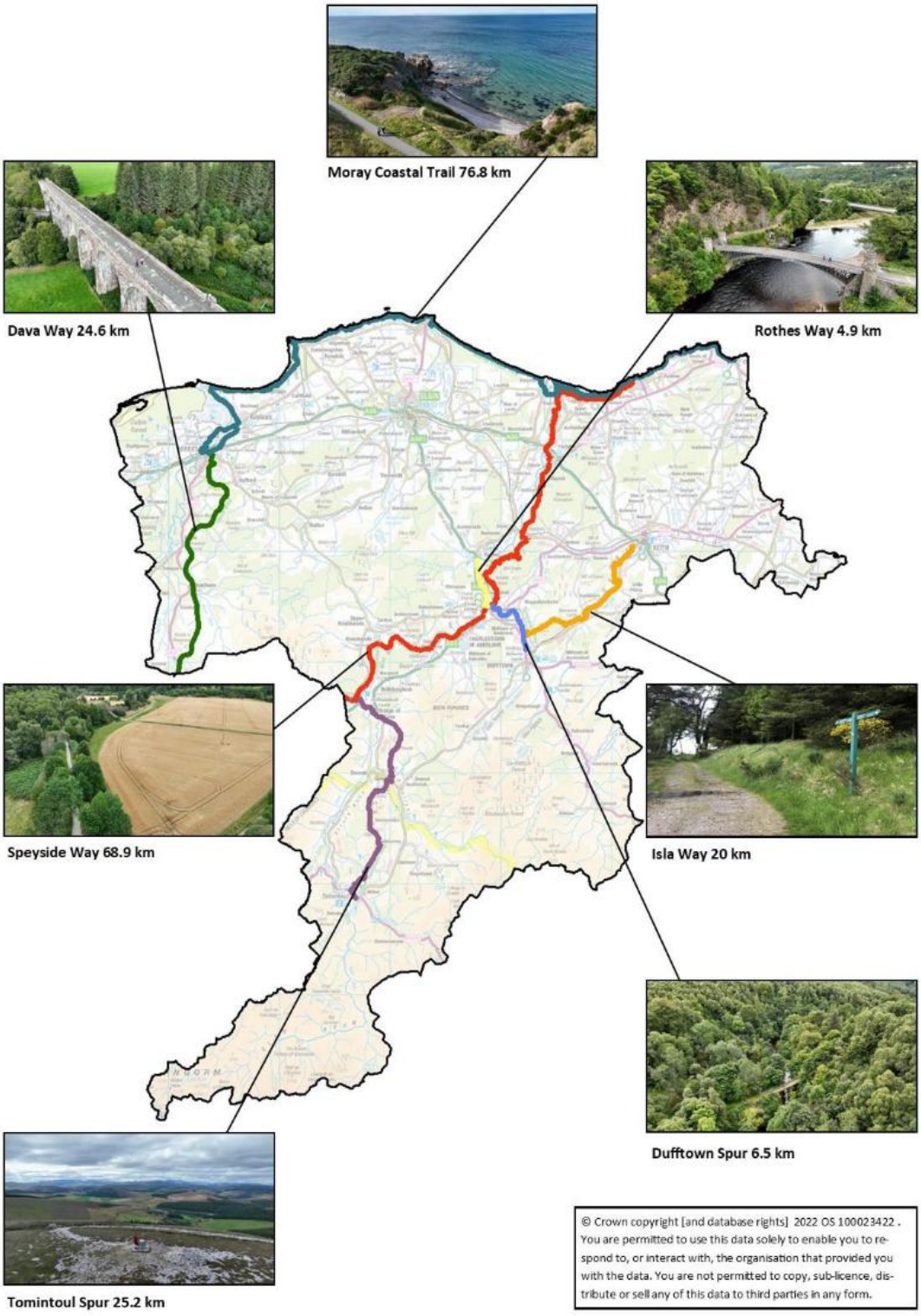
Moray Routes
Strategic Infrastructure Plan



WMG Consultancy Ltd
October 2022

© Crown copyright [and database rights] 2022 OS 100025422. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

Moray Routes: Bright Futures – Strategic Infrastructure Plan
Unlocking the Power of Moray Routes



Acknowledgements

Thanks to the team that worked with WMG Consultancy Ltd on this Plan – Duncan Bryden Associates and Athena Solutions.

Grateful thanks to all the many local community representatives, partners, landowners, and other stakeholders who gave of their time freely and were instrumental in capturing local and strategic details within the Plan. Thanks also to those that completed our questionnaire on the draft Plan.

Thanks to Moray Council staff team who also were patient and tireless in dealing with the many enquiries we put their way.

Table of Contents

PART 1 – MAIN PLAN

1 Plan Context

This plan identifies key priorities in a package of measures for Moray Routes infrastructure over the medium term - broadly defined as being the next 2 - 5 years. Walking, wheeling, and cycling are at the top of Scotland's sustainable transport hierarchy. Moray Routes comprise the network of key enabling walking and cycling leisure routes across Moray. Equally, the descent of the River Spey through Moray is a popular canoe journey.

Well used by visitors and people on day trips, the network makes a big contribution to the Moray tourism offer and generates significant economic, well-being and environmental benefits. Investment in route infrastructure means more can be done to increase these benefits and to make the routes accessible to a wider range of users. Challenges come from increasing user numbers and demands in the context of Moray's topography, ageing underlying infrastructure and the pressures of climate change effects. Almost 30% of Moray routes are on disused railway infrastructure built over 100 years ago, including key bridges across large rivers like the Spey.

To get through the recent Covid-19 pandemic, many people came to appreciate the scenic assets and paths close to home that we depend upon for both our mental and physical health. Counters on Moray Routes show increases in path usage both by cyclists and walkers. Overseas visitors stayed away during the pandemic and, although they are making a welcome return to Moray, an outlook is needed to fully capitalise on 'staycations' and day trip users, at least for the foreseeable future. Prioritising active travel needs heightens the importance of having good local multi-use infrastructure, transport hubs and destinations with facilities in place suitable for day-to-day travel and tourism-related travel.

Moray needs a network of routes that welcomes everyone who wants to walk, cycle and wheel and that gives people ways to move through the landscape at a leisurely pace, staying longer and spending more in local economies while improving their health. Moray Council has prioritised active travel when developing and maintaining connected travel routes. However, this cannot be achieved without significant and sustained investment in local routes infrastructure.

This strategic infrastructure plan builds on this growing need. It also builds on complementary schemes like the Tomintoul and Glenlivet Landscape Partnership - Access Improvements, the Coast to Country project, the Speyside Low Carbon Hub Project, and the Lossiemouth East Beach Bridge replacement (details below). Together they have already recently invested £3.36 million in parts of the Moray Routes network.

Definitions

Active Travel: *Refers to modes of travel that involve a level of activity like walking, cycling, and wheeling. During Covid, average miles walked and cycled increased to their highest recorded levels.*

Infrastructure: *Physical and digital **i**nfrastructure used by visitors and by Moray residents in their day-to-day activities. Defining "tourism infrastructure" is not always easy. This plan is for physical and digital infrastructure that is publicly available and typically provided by a public or third sector body as part of a nationally defined Long Distance Route network - primarily aimed at visitors.*

Jobs: *Employment supported by visitor spending in the community because of the routes. Part-time and seasonal jobs are included proportionally. A person can hold more than one job, so total job count is not necessarily the same as the count of employed persons.*

The Moray Routes – Bright Futures Strategic Infrastructure Plan 2022*: A rebranded name is proposed for this Plan. The name is intended to convey a positive outlook for the network and to deliver a memorable name for a Plan that will stand out amongst other plans and strategic documents. The term 'Plan' has been used in this document.*

Trips: *The number of times someone travels in one direction along the route. A "point to point" excursion along the route counts as one trip; an "out and back" walk or cycle counts as two trips. Route counters record trips, not users.*

Users*: The number of people who use the route. On average, users equal a little more than half of trips.*

Visitors: *Day trips - users who come from at least 50 miles away to use the route. Tourists – users who are staying overnight in accommodation in or near to Moray . The number of visitors underpins the estimates of spending and economic impact.*

Visitor Spending: *The amount of money visitors spend during their visit to the routes. This spending represents 'new' money brought into the locality by people whose motivation to visit is significantly because of route offers and choice.*

2 Conclusions and Recommendations

2.1 Conclusions

The Plan describes the existing status of Moray Routes and notes route condition, challenges of historic infrastructure, and topographical/climate change-based challenges for route sections on the coast and in the hills.

However, the Plan highlights the real opportunities for Moray communities and the tourism economy in developing the physical and digital infrastructures along the routes.

These opportunities will unlock the potential to:

(a) Strengthen previous financial investment by Moray Council and the Scottish Government and, importantly, the social investment by multiple local community-based associations and bodies along the route.
(b) Enable businesses and communities to capitalise on positive market trends, showing people seeking out less visited destinations and enjoying outdoor and 'slow' tourism activities throughout the year that deliver value for money and wellbeing benefits.
(c) Support projects that improve the quality of the visitor experience in Moray in places that have faced pressure on their infrastructure due to a rise in visitor numbers during the Covid pandemic.
(d) Support projects that improve the outdoor offer to the visitor in Moray in places that currently have weak route infrastructure or have the capacity to accommodate additional visitor numbers.
(e) Provide a focus on infrastructure that is carbon conscious and can help to reduce climate change impacts.

The Plan highlights a pipeline of projects that are expected to produce positive outcomes for Moray Council through better data management and infrastructure condition, with concomitant benefits for businesses, communities, and visitors.

The Plan includes two short pieces of video footage – an introductory video to the Moray Routes and video specific to the projects listed. These can be accessed by permission of Moray Council.

Out with the context of this Plan, further packages of support, such as development officer funding and marketing assistance made available to community-led bodies and small businesses connected to Moray Routes, would enable them to better service the network and the visitor experience.

Successful applications to RTIF Round 5 for development support following the submission of the Moray Routes Strategic Infrastructure Plan, will provide funding for detailed project development so there will be minimal resource implications for Moray Council at this stage. Projects that are selected for RTIF5 capital funding will then require additional matching support from Council funds and/ or through applying for other grants or contributions.

2.2 Recommendations

It is recommended that:

1. Moray Council uses this Plan and the detail it provides to support the submission of the projects set out in Part 2 of this report to RTIF Round 5;
2. The two Tier 1 Moray-wide projects (Smart Destination and Informed Destination) be included in the first submission to RTIF Round 5; and
3. Moray Council considers the establishment of a new restricted Moray Routes Infrastructure Fund

3 Engagement and Consultation with Key Stakeholders

3.1 Key Stakeholders and Community Groups

Key to successful delivery of a clear and agreed set of outcomes was positive buy-in at key stakeholder and community level.

Key stakeholder and community groups included:

Local Government	
Moray Council	Roads; Access; GIS; Econ Dev't; Funding
Highland Council	Access
Public Agencies	
Cairngorms National Park Authority	Access; Strategic Planning; Funding
Forestry & Land Scotland	Access; Estates
*Transport Scotland	Area Management; Funding
Local Associations and Groups	
*Moray Way Association	Priorities; Planning; Management; Funding
Speyside Way Association	Priorities; Planning; Management; Funding
*Dava Way Association	Priorities; Planning; Management; Funding
Drummuir 21	Priorities; Planning; Management; Funding
*Findhorn Village Conservation Company	Priorities; Planning, Management; Funding
*Rothes Way Association	Priorities; Planning; Management; Funding
*Visit Moray Speyside	Business Improvement District - Strategic tourism priorities
*Tomintoul & Glenlivet Development Trust	Access; Funding
Community Councils and Community Associations	
*Dufftown & District Community Association	Priorities; Planning; Management; Funding
*Portgordon Community Trust	Priorities; Planning; Management; Funding
*Glenlivet & Inveravon Community Association	Priorities; Planning; Management; Funding
Dufftown & District Community Council	Currently not established
Glenlivet Community Council	Currently not established
Landowners	
*Ballindalloch Estate	Access; Estate Management; Funding
*Crown Estate Scotland	Access; Estate Management; Funding

3.2 Engagement and Consultation

Key staff within these groups were initially identified, followed by a series of communications, meetings, and site visits. Some of the proposed projects in this plan required multiple follow up meetings and site visits to ensure the final proposals were achievable and deliverable.

12* of these partners agreed to review the near final report and were each asked to respond to a questionnaire (**Appendix 1**). Many of their comments or suggestions have been incorporated into the final report, with several examples listed below:

- "Very comprehensive document. Working together to make improvements across Moray to support residents, visitors, and businesses – well done.
- The Dufftown spur is used on a constant basis season-round, by runners, dog walkers, distillery tour walkers, cyclists, young families, and as the route with some potential risk of closure, issues should be among the first addressed.
- Although tourism is the key driver here, local physical and mental health aspects could become a joined up "prescription" policy with local GPs and other care givers.
- We recognise that the plan is focussed on capital projects eligible for RTIF. Nevertheless, an acknowledgement that any physical capital investment could be greatly enhanced by revenue funding for community organisations supporting the routes would be appreciated.
- A comprehensive and well researched plan that captures the current state of infrastructure and the required works to make Moray a more attractive active tourism area and improve active travel routes for locals and visitors alike.
- The MWA is supportive of the ground work suggested in the proposal and would be happy to be a delivery agent but would need reassurance that better collaborative working will be put in place.
- As is noted in the report, the digital infrastructure currently in place has limitations. The Moray Ways Website has a great deal of potential for development. However, as with community tourism development, capacity of the voluntary organisation running the website is limited.
- Moray Council has major constraints on its budget and there would need to be significant funding made available from the Scottish Government or other funding bodies to meet the costs involved in planning, construction, and maintenance of paths and other infrastructure aspects.
- Access to phone signals in rural areas will need to be improved to make this data network work consistently.
- Providing more accessible routes with destinations is a positive outcome for all.
- The MWA have been looking at options such as digital passports and have developed a sound walk for the Moray Way. These ideas could be developed to complement the proposed app - but there has been no discussion with MWA about this in developing the proposal.
- Overall, I find it an ambitious and exciting project which has the potential to provide a major boost to tourism across Moray and positive benefit to rural communities such as Rothes".

4 Vision and Objectives

Making safe, high quality and connected environments for people walking and cycling requires an infrastructure plan that sets out a strategic rationale for a pipeline of projects. It helps to justify a further uplift in the amount of funding available in Moray to support walking, cycling, and wheeling by day visitors and tourists.

4.1 Moray Routes – Bright Futures Strategic Infrastructure Plan 2022 – Vision

By 2030, Moray Routes will be seen as a vibrant, distinctive, and responsible network of trails valued for their connectedness, ease of use, and warm welcome alongside the natural beauty, wildlife, exceptional coastline, landscapes, and outstanding heritage found in Moray. The trails provide a year-round sustainable network for both tourism and active travel, where adjacent businesses are growing and embed walking, cycling, and wheeling best practice in their operation. Trails are increasingly connected by low carbon transport options and are creating economic and social value for Moray citizens and supporting the area's transition to a low carbon economy.

4.2 Moray Routes – Bright Futures Strategic Infrastructure Plan 2022 – Objectives

The primary financial input sought to support the three Plan objectives is from RTIF Round 5, alongside contributions from Moray Council's capital budget plus other funding sources. This is subject to Moray Council budget settlements and committee approvals. Moray Council staff will provide oversight and expertise. Project management time and effort will be provided by voluntary associations and community companies where they have capacity.

Objective 1	**To bolster investment in Moray Routes infrastructure improvements**
Output	- Physical improvements to sections with poor quality and accessibility - Improvement to digital management infrastructure and visitor experience through automated counters, Apps, QR codes etc - Complement existing investment (car parks, toilets, EV chargers etc) to further enhance user experiences
Outcome	Increased usage, greater user satisfaction with route quality, reported improved perceptions of safety and user experience.
Impact	More spend per visitor, longer stays, more diverse businesses supported, enhanced profile/motivation for Moray as a walking and cycling destination. More efficient maintenance and targeting of management resources to address 'bottlenecks' and pressured sites.

Objective 2	To enhance the Moray Routes user experience
Output	- Information to inform and prepare people for enjoyable but responsible and sensitive route use - Physical and digital interpretation which expresses identity, authenticity and localism of communities and places along the routes
Outcome	Information supplied to users is more relevant and helpful. Greater user satisfaction with route user experience.
Impact	Positive user generated route reviews. Users are inspired to return and recommend their experience to others

Objective 3	To strengthen shared stewardship of the Moray Routes
Output	- Support and strengthen volunteer associations who work on the routes - Encourage community entrepreneurship and civic pride
Outcome	Better and more sustainable route management and maintenance
Impact	More users and more new business opportunities. Businesses on or near routes report positive feedback and revenues[1]. More local 'ownership' of routes as elements within Community Action Plans, Local Place Plans and Community Wealth portfolios

[1] Scotland's National Walking and Cycling Network 2019 Evaluation Report Section 3.2 Scotland?s National Walking and Cycling Network, 2019 Evaluation Report (walkipedia.scot)

5 Plan Methodology

5.1 Commissioning and Analysis

The Plan was commissioned by Moray Council to support a Moray Council RTIF Round 5 2022/23 application to support priorities over the medium term (2 - 5 years). The analysis is based on desk top research, field work on site, and consultations with key stakeholders carried out from June to October 2022.

Analysis relies on four data elements:

1. existing route count data
2. past route reports, studies, and user characteristics
3. a literature review of comparable metrics for impacts associated with walkers, cyclists, and other trails
4. economic impact estimates from Moray STEAM and other tourism sector sources.

The conclusions and identified projects in the report rely on three underlying assumptions:

First, we assume that communities will capitalise on the benefits arising from the Moray Routes, mainly through user spending, with local way associations and community companies continuing to carry out supporting activities and local businesses beside the routes promoting themselves as welcoming stops for route users.

Second, we assume that the increase in outdoor recreation and active travel observed during the Covid-19 pandemic will persist. This assumption is supported by data from counters and anecdotal accounts.

Finally, we assume that the capital works highlighted in this Plan will be built and maintained to a satisfactory quality by Moray Council and other public body and third sector partners. And we assume funding from other providers will continue to be sought, with a view to establishing a long term type fund to support the network into the longer term.

5.2 Data Sources

The analysis for the Plan also relies on information and priorities expressed in past capital project plans, previous Moray Routes reports and plans and the recommendations from key current published Moray and Scotland-wide legislation and strategies including:

5.3 Moray Plans and Strategies

- Moray Council Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP)
- Moray Economic Strategy 2019-29 Towards Future Prosperity and Inclusive Growth
- Moray Growth Deal 2030
- Moray Speyside Tourism Strategy
- Moray Climate Change Strategy 2020-2030 and Route Map to Net Zero
- Moray Local Development Plan 2020
- Moray Core Paths Plan – Amended 2018

5.4 National Legislation and Strategies

- Countryside (Scotland) Act 1967
- Scotland Outlook 2030
- National Planning Framework 4
- National Strategy for Economic Development
- Place Principle[2]

5.5 Moray Route Reports

- Moray Way Feasibility Study 2017
- Isla Way Extension Feasibility and Costing 2015
- Rothes To Craigellachie: Multi-Use Path Feasibility Study 2019
- Coastal Erosion Study, Findhorn to Roseisle 2002
- Lossiemouth to Hopeman Cycle Route Feasibility Study 2018

5.6 Carbon Conscious

In assessing route infrastructure carbon implications, it is noted that the Scotland Climate Change Plan and Act commits the country to becoming a net zero society by 2045 and the Council have made a similar commitment for Moray.

Architecture and Design Scotland (A&DS) helped Moray Council in 2019 with their Elgin spatial plan to achieve this target in practical and creative ways[3]. The interconnected principles in the report outline important concepts that are relevant to Moray Routes, especially where they pass through tourism hubs where the principles are being applied.

The eight A&DS principles are: 1. A place-led approach 2. A place of small distances 3. A network of small-distance places 4. A place designed for and with local people 5. A place that reuses, repurposes, and considers whole-life costs 6. A place with whole and circular systems 7. A place that supports sharing 8. A place designed in time.

5.7 Previous Investment

The Moray Routes network has seen recent infrastructure investment including:

5.7.1 Tomintoul and Glenlivet Landscape Partnership

Access Improvements where Tomintoul and Glenlivet Development Trust were awarded National Heritage Lottery funding for a portfolio of projects including the Speyside Way Spur path improvements. The project, costing £236,000 and opened in September 2019, involved upgrading and repairing wet and muddy sections, improving path drainage and surfaces along with formalising a long-standing diversion at Tombreckachie. Pedestrian self-closing gates, and new signage have been installed.

[2] Place Principle: introduction - gov.scot (www.gov.scot)
[3] The eight principles of a carbon conscious place | A&DS (ads.org.uk)

5.7.2 Coast to Country Project

Moray Council was awarded £346,065 from RTIF Round 4 in January 2022 for projects to provide new overnight motorhome facilities in Cullen, Ballindalloch, and Craigellachie. Two toilet blocks in Findhorn will be upgraded and reopened and a new toilet block will be installed in Ballindalloch.

A new car park and an upgraded foot path are to be implemented at Bow Fiddle Rock and Ben Rinnes, Ballindalloch, Hopeman and Craigellachie will all receive car park enhancements. New electric vehicle charging points will be installed at Craigellachie, Hopeman, Cullen, Bow Fiddle Rock and Ballindalloch. All projects must be completed, and final claims received, by 31 March 2023.

5.7.3 Speyside Low Carbon Hub Project

Moray Council secured £978,000 of funding from the European Regional Development Fund (ERDF) Low Carbon Travel and Transport Challenge Fund, and Transport Scotland in 2018. Phase One was 10km Craigellachie to Carron and Phase Two from Carron to Cragganmore. Improvements included upgrading the existing surface, bridge repairs, improved drainage, replacement of information panels, counters, open cycle storage and bike repair stations at key nodal points and way markers charging points for ultra-low emission vehicles. These projects are now complete.

5.7.4 Lossiemouth East Beach Bridge

Bridge replacement cost £1.8m and was funded by the Scottish Government and will be maintained by Moray Council. It reopened in May 2022 and brings back a key link in the Moray Coastal Trail. The business case submitted for Government funding revealed an annual loss of £1.5m to the local economy when the original 100-year-old bridge was declared unsafe and closed in 2019. The Lossiemouth Community Development Trust estimate that approximately 75,000 people crossed the Bridge in July 2022 with a daily average of 2,400 crossings.

5.8 Investment Outcomes

Investment of £3.36 million of public funds in route infrastructure from 2018 has delivered real outcomes. Since opening the Speyside Low Carbon Hub Project in 2019, average daily cycling and walking figures have increased rapidly. In July 2019 an average of 6 cyclists a day used the route, rising to 40 in July 2020. At Fiddich Park, Craigellachie, 67 walkers per day in 2019 became 183 in 2020. Aberlour is a significant tourism and employment centre for Moray and hosts a secondary school with the largest geographic catchment in Scotland[4].

Since opening in June 2022, the Lossiemouth Community Development Trust estimate that approximately 75,000 people crossed the Lossiemouth East Beach Bridge in July 2022 with a daily average of 2,400 crossings.

In addition to grant support over the last five years, it should be noted that the people managing local trail associations have contributed hundreds of hours and many days of

[4] file58279.pdf (moray.gov.uk)

volunteer time and effort to projects to improve the Moray Routes network infrastructure. This includes practical repair works on the ground and in committee and fundraising work.

6 Moray Routes - Opportunities and Challenges

6.1 Opportunities

Moray Routes are one of the most inspiring features of Moray and the area-wide network takes people to many of its special places and promotes visitor expenditure. Along the routes are 'Instagrammable' places like distilleries, castles, bridges, and villages beside natural elements like rivers, coastlines, moors, hills, and forests. The routes are all part of the Scottish National Walking, Cycling and Wheeling network.

What truly makes the Moray Routes special are the community of users, local people and businesses and associations that keep the spirit of the Moray Routes alive through their adventures, their hospitality, their wayside stories, and their physical labour.

Visit Scotland highlight the evidence around the fundamental need for outdoor activities – as facilitated by Moray Routes. This has been a growing tourism driver for years and was further strengthened during the pandemic. An increasing number of people are becoming more active and looking for lower cost ways of staying healthy and physically fit. Technology, closeness to nature and authentic experiences are core market drivers.

There are 17 communities along the Moray Routes recognised in the Plan. These communities are assets for everyone who uses the Moray Routes to walk, wheel, or ride. Many routes users live in these communities and for visitors they provide food and drink, overnight accommodation, transport links, attractions, history, volunteer opportunities and so much more. Additionally, routes users can participate in special events and side adventures — whether for a short time or for multiple days — and explore everything these route side communities have to offer. The routes can be a catalyst for local community and business developments, from providing route users with services like food and drink, baggage transfer and accommodation.

6.2 Challenges

Moray's topography and several major river catchments draining from Scotland's highest mountains and Moray Firth coastline means major bridges and engineered sections are vital routes network features. Sections of the network need additional investment to secure connectivity, enhance user experience and deliver a lower carbon footprint for travel and transport in Moray. Almost one third of the network follows disused railway lines, constructed over 100 years ago, or even older routes.

Many former rail structures are currently in use as valued active travel corridors across Moray - often as part of the Moray Routes network and the National Cycle Network. Moray Council, Sustrans and others have ownership of a variety of assets, some are in use, and some are not. Ensuring these and other structures remain fit for purpose requires regular structural assessment and a pipeline of work on priority structures.

Without funding to carry out capital works and to maintain these structures to an acceptable level, there is a very real risk to their future use – this applies both to those ones in use and those that may be useful in the future. Climate change is accelerating the scale and likelihood

of infrastructure damage through more frequent and intense weather events and sea level rise.

Around one fifth of the UK's population [5]define themselves as disabled. This is expected to grow due to the rising elderly population. Hence, making sections of the Moray Routes more accessible to a wider range of users, without sacrificing core values of wildness and rurality is important.

Moray Council, working with partners, has begun to address other facility shortages and hot spots along the routes by investment in toilets, carparking, and active travel sections. Now the Council would like to further explore how improvements to path quality and accessibility and digital infrastructure like counters and Apps can be addressed.

It should be recognised that, in many cases, targeted capital works to retain the network 'status quo' will cost less than infilling or removal of assets like old rail infrastructure and will prolong their life and the benefits they bring. Securing investment will enable the Moray Routes network to meet user demands, enhance inclusion and to help Moray become a world class sustainable visitor destination.

Beyond physical and digital infrastructure, challenges occur in the social and economic infrastructure supporting the Moray Routes. Accommodation provision and public transport lack connectivity with the route network. Volunteer community bodies associated with route stewardship may lack resources such as funding and staffing to best capitalise on route opportunities.

RTIF is designed to support collaborative projects that focus on improving the visitor experience in rural parts of Scotland that are facing immediate and damaging pressures on their infrastructure or negative impacts on communities due to visitor numbers. Moray Council and other economic development agencies, funders, and partners like Visit Moray Speyside (a Tourism BID) operate a range of marketing, support, and resources to assist businesses and community groups to take advantage of the Moray Route infrastructures.

6.3 Moray Routes SWOT Analysis

Strengths	Weaknesses	Opportunities	Threats
▪ **Accessibility** ▪ **Range of trails** ▪ **Links to Cairngorms National Park** ▪ **World class whisky products/ destinations beside the trails**	▪ **Seasonality** ▪ **Lack of suitable accommodation** ▪ **Poor quality trail sections - limiting accessibility** ▪ **Lack of a clear identity**	▪ **Developing responsible outdoor adventure and active travel product in Moray** ▪ **Wider all-ability walking and cycling network attracting more users and more spending**	▪ **'Red' trail sections (engineering challenges with landslips, other capital works and landowner and land manager**

[5] UK Government

▪ **Varied product along the trails including traditional villages, coast and country heritage and wildlife** ▪ **Local trail associations taking responsibility**	▪ **Uncontrolled crossing points on major roads** ▪ **Waymarking confusion for users in places** ▪ **Lack of customer data (modern counters) and trail condition insight** ▪ **Use of taxis etc to cross traffic heavy route sections**	▪ **Undiscovered hidden gems attracting new audiences** ▪ **Enhanced associations with wildlife/ nature-based tourism, food, and drink products to diversify visitor offer** ▪ **Able and willing local community groups/ associations with the skills to develop, manage, and maintain local assets** ▪ **Enhanced associations with health and well-being outcomes from walking and wheeling**	**resistance to best trail lines)** ▪ **Lack of investment and maintenance in basic resources like toilets and cleaning** ▪ **Lack of distinctiveness** ▪ **Lack of public transport links** ▪ **Competitor trail destination investment elsewhere in Scotland**

7 The Moray Routes Infrastructure Audit

7.1 Summary

Routes infrastructure is physical and digital infrastructure that is publicly available and typically provided by a public or third sector body as part of a nationally defined Long Distance Route network primarily aimed at visitors. The Plan primarily addresses infrastructure on the 250 km of Moray Routes that are, mostly, recognised as being part of Scotland's 'Great Trails'[6].

7.2 Legal Basis for Core Infrastructure

Long Distance Routes (LDRs) like the Speyside Way were established under Sections 39 and 40 of the Countryside (Scotland) Act 1967 by the Secretary of State as "approved proposals relating to a long-distance route". Section 42 covers 'variation of approved proposals' and requires a submission by the access authority to Scottish Natural Heritage (NatureScot) who should then prepare a report outlining their advice[7] for decision by the relevant Scottish Minister.

Not all realignments of the four statutory LDRs have used the formal variation procedures as set out in the Countryside (Scotland) Act 1967 if proposals could be regarded as *de minimus*. However, Scottish Government recommends following the statutory procedures in cases where there could be resistance to the proposed changes. Access authorities may also opt to use their Core Path procedures in some cases, such as road realignment.

However, it should be noted that the routes are also part of:

1. Scotland's National Walking Cycling and Wheeling Network (NWCWN) which comprises Scotland's Great Trails, the National Cycle Network and Scottish Canals towpaths. Totalling 6,879km in length, these strategic routes are just part of the estimated 84,000km of paths and trails in Scotland and
2. The 482 km of paths that make up the Moray Core Paths Plan[8]. In turn, Core Paths are part of an even more extensive network of formal and informal paths across Moray[9].

[6] Discover Scotland's finest long-distance trails, compare routes, find support services, maps and guidebooks - Scotland's Great Trails (scotlandsgreattrails.com)

[7] Guidance is contained in the Nature Scot Information Note: Changes to long distance routes Version 2 - 2020

[8] 38265-core paths final 2011 (moray.gov.uk)

[9] A Core Path can physically be any route – a right of way, farm track, an old drove road, a minor public road or even a river. Land Reform (Scotland) Act 2003

7.3 Physical Infrastructure

MORAY ROUTES	Start and finish	Length	Status
Moray Way	Circular	160km (100 miles)	Combines Moray section of Speyside Way with Moray Coastal Trail and Dava Way
Speyside Way	Moray Section to Buckie and Spur to Tomintoul	80km (50 miles) 20km (15.5 miles)	Launched in 1981 and listed as a Great Trail Sections improved for active travel
Dava Way	Grantown to Forres	36.8km (23 miles)	Listed as a Great Trail Regular local use in parts
Moray Coastal Trail	Findhorn to Cullen	80km (50 miles)	Listed as a Great Trail Regular local use in parts
Rothes Way	Craigellachie to Rothes	5km (3 miles)	Partially complete but not yet commissioned
Isla Way	Keith to Dufftown	20km (13 miles)	In place and signed but some sections follow minor public roads with no roadside path
TOTAL (ex-Moray Way)		248.6 km (154.5 miles)	

Physical infrastructure includes the path or trail walking surface and associated structures like bridges, path culverts, gates, stiles, steps, fencing, bins, and road crossings. Trail side facilities such as toilets and camping areas are available for public use. Route 'furniture' extends to signage (for direction and orientation) and interpretive panels/map boards and free leaflets and publications. At approximately 20 locations is a network of battery-operated counters.

7.3.1 Proportion on Disused Railway Lines

Path	Total in Moray Metres	On Disused Railway Metres	%	Proportion (estimated) Owned by Moray Council
Dava Way	24,658	20,285	82.3	**0%**
Moray Coastal Trail	76,827	5,585	7.3	**60%**
Speyside Way – Moray section	68,919	20,893	30.3	**100%**
Dufftown Spur	6,500	6,500	100	**100%**
Rothes Way	4,900	3,370	68.8	**17%**
Isla Way	20,000	0	0	**100%**
Whole system	201,805	56,633	28%	**56%**

Note

- There are some small sections which are both the Speyside Way and Moray Coastal Trail near Portgordon/Buckie areas, but they are coded as one path e.g. Speyside Way.
- Forres to Findhorn which is now coded as Moray Coastal Trail
- Speyside Way includes the Tomintoul Spur

7.3.2 Physical Infrastructure Condition

In 2018[10], a condition survey of 201.4 km of Moray Routes showed that:

- 35.609 km – was in poor (red) condition (mainly due to walking surface)
- 39. 474 km – was in reasonable (amber) condition
- 75.011 km – was in (green) good condition
- 12.936 km – are routes, mainly, using beaches or dunes where surfaces are dynamic

The Dava Way, approximately 38 km, was not surveyed as part of the 2017 infrastructure report but is believed to be in mostly reasonable or good condition[11].

7.4 Digital Infrastructure

Many users have smart phones and other devices. The digital infrastructure available to Moray Route users to get up to date information and interpretation about their trip is based around a mix of 'official' websites run by public bodies, web sites run by commercial operators and 'individual' blogs, and You tube offerings. Apps and QR codes may be deployed at some locations but there is little evidence of their presence. Moray Way Association would like to develop a Digital Passport Scheme where a phone could be used to 'check in' and possibly download useful information about local services, history, and wildlife. When 'checked in' the information could go live on MWA's website to show someone's progress and when they had walked the whole route. The walker would then automatically be sent a certificate for walking the route. There would also be opportunity for them to purchase Moray Way merchandise.

Many users book services in advance of their trip but smart phone connectivity along the route allows users to interact during their trip. Sites like Walk Highland and Trip Advisor allow user generated content and route reviews.

7.4.1 Route Digital Infrastructure

Website URL	Operator	Description
About – Speyside Way	Moray Council	This is the official website for the Speyside Way as commissioned by Moray Council and piloted during late 2021 with the Cairngorms National Park Authority and Highland Council.

[10] Moray Way Feasibility Study, 2017
[11] Source: Dava Way Association, Moray Council, Cairngorms National Park Authority

Ordnance Survey, Harvey's, Footprint Maps and Guidebook publishers	Map and Guidebook Publishers	Digital and paper versions can be amended for the next re-print and suppliers and publishers can issue web/email updates to users as appropriate
Moray Ways - Paths and Outdoor Access in Moray	Moray Way Association	This website features a searchable collection of Moray Routes for walking, horse riding, cycling, sailing, and canoeing. It is in partnership with Moray Council and funding is provided to support the hosting costs. It is visited on average by 7000 people each month. The site has a connected closed group FB page with 1.5K members.
Home | The Dava Way trail from The Cairngorms to Moray Coast	Dava Way Association	This web site carried route maps and descriptions and wider information on outdoor activities in Moray
Speyside Way - Scotland's Great Trails (scotlandsgreattrails.com)	NatureScot	This website is on a not-for-profit basis, in a partnership between NatureScot, Rucksack Readers and all the managers of Scotland's Great Trails. Income from the website will be invested in its maintenance and improvement.
Speyside Way - Walking On Scotland's Highlands and Trails of River Spey	Commercial operator	Offers route information and online route maps and direction plus route services. User comments
Speyside Way (Walkhighlands) Dava Way (Walkhighlands) Moray Coast Trail (Walkhighlands) The Isla Way: Dufftown to Keith (Walkhighlands)	Commercial operator	This established operator is locally based and provides route information and online route maps and direction plus information on route services for all the Moray Routes. Includes detailed user reviews
The Long Distance Walkers Association (ldwa.org.uk)	Membership body	Body focused on Long Distance Routes with its own database of paths and associated information
SPEYSIDE WAY LONG DISTANCE ROUTE (Aviemore) - All You Need to Know BEFORE You Go (tripadvisor.co.uk)	Trip Advisor	Provides reviews and images. Route scores 4.5/5 from 35 reviews

From the digital infrastructure, it can be concluded that the Moray Routes information on the less well-resourced individual sites tends to be outdated and mostly focused on users who are walking. The range of styles and logos on all the sites may also present a confusing picture to the user as there is no consistent style of presentation.

8 Overarching Principles for Infrastructure

8.1 Pipeline of Solutions

This Plan proposes a pipeline of solutions that should address infrastructure needs. There are two core tests that solutions should meet:

8.1.1 Compatibility with 2022/23 RTIF Criteria

Firstly, compatibility with the 2022/23 RTIF criteria that describe what impacts are expected through the allocation of RTIF support

RTIF Criteria
1 **Responsible tourism** and a **carbon conscious** approach
2 Addressing **pressure points**
3 Meeting **strategic needs and gaps**
4 Improving **the visitor experience**
5 Bolstering **community capacity**
6 Emphasis on **deliverability and viability**

8.1.2 Overarching Principles Identified by Moray Council

Secondly, Moray Council have identified what are seen as effectively expansions of RTIF criteria that should apply to project solutions. These principles reflect the type of physical and digital infrastructure the Council wants to support and the sustainable, societal changes it wants to encourage. They are:

i Addressing challenge through a joined-up approach

- Adopting a strategic approach to infrastructure project development and link with other investments and active travel provision
- Utilising technology and data collection to manage and anticipate demand and impacts
- Support existing networks, hubs, and public transport links

ii High-quality user experience

- Routes are sufficiently coherent, interesting, and attractive to follow and to persuade more people to walk or cycle
- Making routes more accessible for people of all ages and abilities to walk, wheel, or cycle and traffic free where possible
- Offering choice to people across the network, especially where topography may make provision less accessible
- Well maintained

iii Best path design and construction practice

- Inclusive and wide enough to accommodate all users, considering future and predicted usage levels

- Have a firm, well-drained walking/cycling surface appropriate to the location
- Signage should be an integral part of the design process
- Design and materials to minimise carbon and sensitive to the location and to the environment.
- Designed to minimise maintenance

iv Best practice for signage, way marking design and installation

- Signs should be obvious, clear and legible, and consistent throughout a route or network with traffic-free routes signed at each end and at destinations and links along the route.
- Signs should include emergency contact details, so people know who to contact in an emergency
- Signs should be Scottish Outdoor Access Code (SOAC) [12]and Traffic Signs Regulations and General Directions 2016 (TSRGD) [13]compliant and present the correct information to users.
- Signs and other path furniture and installations should avoid clutter and detracting from route aesthetics with damaged or redundant ones removed. This can help to emphasise the messages of remaining signs.
- Creating a route identity that is beneficial in encouraging community participation and a sense of localism for visitors. Where a route takes on an identity, signage should be considered as a platform to create a brand.
- Whilst supporting localism, avoiding too much diversity in individual route section branding that erodes a wider Moray Routes brand.
- Consider provision of distance or time to destinations on signs. The use of both distance and time on the same sign within the public highway environment is not permitted by TSRGD. Traffic free routes should adopt this approach too. For tourist routes, distance may be more appropriate, and users are less likely to be time pressured.

v Applies a carbon conscious approach

- Considering the entire life cycle of a structure by trying to repair, re-use and re-purpose materials is encouraged.
- Helping to conserve and retain embodied carbon.
- Where infrastructure is already built, retrofitting and reuse should be a priority .

[12] The Scottish Outdoor Access Code - mygov.scot

[13] TSRGD applies to all signs positioned within the public highway. The regulations ensure that signs are consistent, legible and provide a clear message to road users. This consistency is achieved by using a standardised palette of colours, symbols, text sizing and sign shapes. In most cases, traffic-free routes will be located outside of the public highway boundary and the requirements of the TSRGD will not apply.

- How linear routes fit with low carbon public transport is an important consideration. In remote areas, with high levels of tourism and leisure use, links and signs to public transport timetables and stopping points will be beneficial.

vi Respectful of host communities

- Projects should be developed in partnership with the local community and take their views into account.
- Opportunities created for communities to benefit from the facilities created, for example through charging for use of some facilities or asset transfers.
- Cultural and authentic experience elements should be integrated into the design where possible

vii Respectful of the natural environment

- Infrastructure should be of the right scale at the right location with the right design.
- Impacts on sensitive species and habitats should be avoided

viii Making safe routes

- Routes should be safe and where the route coexists with traffic, especially where national speed limits allow travel at 60mph, there should be a barrier or verge between vehicles sufficient to make users feel like it is a safe route to be on and enable all users to move across roads safely
- Manage route surface unevenness, gradient and narrowness to minimise trips and falls
- Ensure separation between routes users and large farm animals which may involve barriers like fencing and gates
- Advise route users that the law expects them to protect themselves against obvious natural hazards like deep water, tidal areas, and cliffs. However, the law also requires reasonable assessment and that appropriate measures are taken by route managers and landowners.

ix Helping people to share, respect and enjoy the space in line with the Outdoor Access Code

- Accept that a level of user conflict on shared paths will happen as more people discover the pleasure of using routes.
- Conflict reduction by engaging with path users and promoting the concept ‘Share, respect, enjoy’.
- Promote cultures and good behaviour where all users whether on foot, wheels, or horseback, respect each other’s journey and neighbouring land manager and landowner needs.

x Monitoring quality and quantity

- Appropriate signs showing responsibilities for monitoring and maintenance should be in place
- Effective physical infrastructures monitoring systems – especially for bridge and other major infrastructures – should be in place
- Levels and distribution of data gathering points (counters) around the network need to be considered to best assess user numbers and distribution in time and space.
- Investment in monitoring should be proportionate to the intervention proposed.
- Data can be used to establish baseline standards and identify gaps and whole network needs

xi Data evaluation and presentation

- Evaluate what the route section is primarily for (e.g. objectives: provision of a tourism resource, increasing recreational activity, making journeys safer).
- Evaluate what route infrastructure projects might achieve? (e.g. outcomes: increased tourism activity with economic benefits to local communities and businesses, increased recreational activity, improved perceptions of safety, social benefits).
- Monitoring and evaluation costs need to be recognised and accounted for with quantitative and/or qualitative approaches costed appropriately
- Data collection, analysis and distribution should address the requirements of the infrastructure plan. For example, metrics are required to measure sustainable tourism revenues and employment generated by network infrastructure
- Present data and analysis findings in ways that are suitable for the target audience, demonstrating policy outcomes and justifying resource allocation

xii Future-proofing routes

- Recognising that post-Covid, the trend in more people walking and cycling on the routes seems likely to continue.
- Recognising that hardening of Net Zero policy and targets will lead to more of us travelling sustainably and using the routes.
- Rising cost of living and inflation pressures will mean more people looking for lower cost options for holidays and leisure involving walking and cycling
- Recognising that increases in use, plus climate change induced effects, will impose a greater burden on infrastructure and enhanced investment will be required to even retain a status quo

8.2 Existing Counter Network

There is a network of existing counters recording user activity on most of the main Moray Routes. The spreadsheet attached at **Appendix 2** represents data supplied by Moray Council Access Manager. Additional counters have been installed in the past three years by Moray Council on other active travel sections and in town centres as part of Covid recovery

measures. In this context Moray Council has experience of both counter technology and of data collection and management.

Data collection in the rural areas is generally by a Moray Council Ranger or local association representative (as is the case with the Dava Way) visiting each counter location and downloading data. Data is then recorded in a spreadsheet with later analysis. Counter malfunction occurs from time to time and equipment is aging.

9 Moray Routes Users

9.1 User Characteristics

A principal rationale for further investment in the Moray Routes network is both their current popularity and the potential to attract more users and trips. For this it is important to understand user characteristics and to ensure infrastructure enhances the visitor experience and plugs strategic gaps and weaknesses.

9.2 Walking Visitors in Scotland[14]

Walking visitors to Scotland are most likely to be female, however the gender gap is slightly more pronounced in the long walking market. The largest age groups of walkers are 55-64 and 45-54 for both the long (23%) and short walking (21%) markets. 25–34-year-olds make up a larger share (17%) of the long walking market than the short walking market. Millennials make up 26% of visitors who participate in long walks and 19% of visitors who participate in short walks when in Scotland.

The majority (52%) of people who participate in walking as a leisure activity when in Scotland are of social groups A or B. In 2015, hotels (28%) are the most popular form of accommodation for walkers followed by staying with friend/relative (24%) and self-catering (22%) relatively fewer are in B&Bs (7%), caravans (6%) and tents (5%). It seems likely more people may now use motor homes and Air BnB.

Those who go on short walks as part of a day visit to Scotland spend almost double (£37) of those who go on longer walks spend (£19). This is most likely due to those who participate in short walks having a higher probability of participating in another activity alongside their walk, whereas a long walk could take up the entire day

9.3 Cycling Visitors in Scotland[15]

On average, cycling on a road or surfaced path is over twice as popular an activity to participate in when on holiday in Scotland than mountain biking but, although those cycling on a road or surfaced path take longer trips than mountain bikers, they spend less per night.

The age and gender demographics for mountain bikers and road cyclists differ quite significantly. The mountain biking contingent who visit Scotland are more likely to be male and under the age of 45, whereas road cyclists are almost equally likely to be female as male and are predominately between 35 and 54. The social class distribution for both mountain biking and road cycling is heavily skewed towards social class AB.

For road/surfaced path cyclists, self-catering (33%) is the most popular form of accommodation followed by staying with friend/relative (18%) and hotels (17%), with relatively fewer in caravans (9%) and tents (6%).

[14] Visit Scotland
[15] Visit Scotland

9.4 Visitors to Moray

Sustainable tourism is one of Scotland's key growth sectors identified in the Scottish Government's Economic Strategy and is one of Moray's most important industry, generating significant economic benefits. Prior to the Covid-19 pandemic, tourism had seen several years of consistent growth so that by 2019 the sector generated over 10% of Moray's total employment and 3.8% of the total turnover of businesses.

The STEAM report for 2021 reports that tourism and visitors to Moray [16] generated:

Total tourism sector income	£96m generated for the Moray economy through visitor and tourism business expenditure
Overnight stays spend	£87m
Day visits spend	£8.7m
Employment	Tourism in Moray supported 2,173 fte jobs
Day visits	Day visits accounted for 32% of visits
Total visits and trips	480k tourism visits in 2021 generated 1.4 m visitor days and nights
2019 comparisons	804k tourism visits in 2019

Clearly these figures were affected by the Covid pandemic and may not be typical. 2021 figures were at 41% of those recorded in 2019. Parts of Moray did see a rebound in numbers during summer 2022.

The newly established Moray Speyside Business Barometer[17] (108 businesses in the tourism sector) reported that for the second quarter (April to June 2022) around 44% of businesses expected increased numbers of customers during the next 12 months and 46% expected increased turnover. Most visitors are from the UK (77%) although there was a 10% increase in overseas visitors compared to Quarter 1 in 2022. Barriers to growth were attributed to supplier costs, bureaucracy and staffing availability and levels. Short term letting legislation was of particular concern to self-catering accommodation providers – an accommodation type that may be popular with visiting Moray Route users.

9.5 Walking and Cycling Visitors to Moray

Sources investigating walking and cycling tourism in a Moray context found that:

- Adventure sports, short and longer walks were amongst the 10 most popular activities undertaken as part of a day trip to Moray [18]
- Between 40% and 55% of visitors walked during their visit to the North East.
- 36% of domestic visitors went walking during their seaside trips [19]

[16] STEAM Tourism Economic Impacts 2021
[17] Moray Speyside Business Barometer - Visit Moray Speyside
[18] Grampian Factsheet 2019 (visitscotland.org)
[19] Coastal Tourism 2021 (visitscotland.org)

- Short walks/strolls up to 2 hours are the preferred activity with domestic tourists when in Scotland, with 48% more trips including a short walk than those trips that included longer walks.
- In 2016 Moray only had 2% of the total number of hospitality business participants in Visit Scotland's Walkers Welcome programme[20].
- In 2017 Moray only had 2% of the total number of hospitality business participants in Visit Scotland's Cyclists Welcome programme [21].

Taken as long-distance, multi-day routes, Moray Routes are all described as 'challenging'[22] but this mainly refers to distances involved in tackling them as a multi-day trip. People do undertake multi-day trips especially on the Speyside Way.

But as many sections are signed and accessible from public roads, including the A95 and A96 trunk roads, and have generally level paths and good surfaces, they are used as much easier short walks and active travel routes by a much larger number of visitors and Moray residents.

Significantly more people undertake shorter walks than longer ones. 20% more overnight stays were by walkers preferring shorter walks than those preferring longer walks. However, the proportional differences between spend and nights for these walking groups is not as large as might be expected.

Walkers on trips who go on longer walks when visiting, spend on average £1.40 more a night (2015 figure) and stay for 1 extra night hence their total spend is proportionately greater [23].

A review of online user generated content indicates Moray Route popularity when compared to other LDRs, with the West Highland Way taken as Scotland's most popular LDR and used as a baseline.

9.6 Route Popularity Comparisons - As of August 2022

Routes (All are listed as Great Trails)	Trip Advisor Reviews (Number posted)	Expressed as a percentage of total TA West Highland Way reviews	Walk Highland members Route User Reports	Walk Highland members who have reported route completion	Completers expressed as a percentage of the West Highland Way completers
Speyside Way	35	8	13	487	14.6
Dava Way	11	2.5	8	250	7.5
Moray Coastal Route	26	6	11	197	6
Great Glen Way	114	27	25	1153	35

[20] walking-topic-paper-2017.pdf (visitscotland.org)
[21] cycling-topic-paper-2017.pdf (visitscotland.org)
[22] Challenging - Moray Ways
[23] walking-topic-paper-2017.pdf (visitscotland.org)

West Highland Way	429	100	104	3314	100
Fife Coastal Path	114	27	14	326	9.8
Southern Upland Way	7	1.6	29	211	6.4

Note: The Walk Highland web site attracts over 25,000 daily visitors

9.7 Trip Advisor reviews from Speyside Way users included the following comments:

- *"The signposting is great and the surfaces well maintained and good for cycling."*
- *"The trail is adequately marked except for the last 300 yards into Buckie. We almost missed the start/end sign. "*
- *"Don't we all wish our communities had safe, long-distance pathways and routes like this?"*
- *"The distances advertised in books, mile markers and websites are either wrong or out of date if the route has changes."*
- *"We enjoyed the path as it had no traffic and it goes through forest, with some inclines. Paths are well maintained."*
- *"We walked from Grantown to Ballindalloch, following the Speyside Way markers. The Speyside Way web site says it is 13 miles. This is incorrect. We were carrying two separate smartphones with apps for measuring distance, and both recorded just under 16 miles."*
- *"We did skip one small section, written up as pretty rough, and no accommodation at the end of that section,"*
- *"We were able to easily find our way to Craigellachie from Inverness by way of Elgin (and the Glen Moray distillery) using the train and bus, but our tour company did not give us very much of a heads up on our onward travel options from Ballindalloch - which does not have any bus route options during the week."*

Analysis of the data on Moray Route users (in the overnight visitor category) suggests that we can reasonably assume:

- A large majority of route users are on short 'out and back' trips and are using the network for short walk while on holiday
- Fewer in number are multi-day users for whom walking is the primary reason for their visit. Those that do are domestic visitors from elsewhere in Scotland and from the rest of the UK with international visitors often being from the USA or Canada
- Route visitors are most likely to be:
    - Female
    - In the 45 to 64 age bracket
    - Of AB social class
    - Mostly staying in hotels and/or self-catering for 5 days

    - Have an average spending per person in Moray of £375 – £450 per trip (2022 estimate)
- Route popularity for multi-day users is much less than the West Highland Way and Great Glen Way, certainly for domestic markets
- The routes appear to be seen as 'soft adventure' for users. The strong cultural focus on distilleries and villages appeals to an older segment with options for rest days and 'hopping' harder sections by bus or taxi readily available
- Multi-day international users are more likely to use local services – hotels, restaurants, taxis, baggage transfers, bike hire etc. International visitors often use service companies to make advance booking etc.
- Satisfaction with the route physical quality is generally high with the notable exception of the section just south of the Moray boundary
- Digital infrastructure provision for the routes is seen as dated.

9.8 Carbon Implication of Walking and Cycling

Walking and cycling are also methods of transportation and participants in these activities are contributing less to carbon emissions. Carbon reductions also have a financial, social, and environmental value. For comparison, Wilderness Scotland have calculated the carbon footprint of an eight day, seven-night guided walking trip on the West Highland Way at 129kg (16kg per day) of CO2 per person[24]. A seven-day, six-night guided cycling tour of the Scottish Borders is 121kg (17.3kg per day) of CO2 per person[25]. This includes only accommodation, food, trip activities and administration. Personal travel (which could include air travel) and equipment purchase etc is not included.

Using these figures as a baseline but depending on the accommodation and food selected and if walking/cycling, Moray Routes users would have a daily emission equivalent of 15kg – 20kg of CO2. A visitor on a car-based touring holiday in Moray visiting mainly indoor attractions is likely to have a significantly higher daily emissions rate. This is relevant in the context of the route map to Net Zero adopted by Moray.

9.9 Moray Routes Market Trends and Drivers

A number of factors seem likely to drive the market for future users of Moray Routes:

Shorter term drivers - 1/2 years

- Re-assurance destinations are safe and open post Covid-19
- Cost of living pressures driving more people towards lower cost leisure options like walking and cycling

Medium term drivers - 3/5 years

- Growing staycations market and interest in less well-known destinations (such as Moray)

[24] Carbon Labelling - Wilderness Scotland

[25] The current global average per person per day is 14kg of CO2 (India = 5kg, UK = 15kg, US & Canada = 38kg and Australia = 42kg). An average of 10kg per day is considered sustainable in the longer term.

- Demand for outdoor and nature-based experiences
- Climate change factors like hotter summers pushing more people ‘north’
- Increase in community-based facilities like campsites, hostels and Aires in close proximity to routes
- Interest in linking food and drink experiences with walking and cycling
- Health and wellbeing
- Call for responsible tourism and Net Zero priorities
- Increasing use and application of technology

Longer term drivers - 5 plus years

- Ageing demographic with greater interest in ‘soft’ adventure, nature, and culture
- Low carbon options including e-bikes
- Local Place Plans increasing community involvement
- Carbon allocations favouring low emission activities

Beyond the effects of current uncertainties in the economy, most of these drivers are positive towards greater interest in and use of networks like Moray Routes from specific audience groups. This emphasises the need to improve Moray Routes infrastructure capacity and resilience to meet future demand and pressures.

10 Moray Routes Infrastructure Condition and Management

10.1 Physical Route Management

Currently, the management and promotion of Moray Routes is delivered through a range of bodies including Moray Council, Visit Moray Speyside, landowners, several locally based volunteer route associations, and community companies. Engagement with these multiple actors and priorities is an ongoing role for Moray Council.

There is further involvement from local businesses providing route services, landowners and managers providing route integration within their own operations and funders, such as renewable energy developers, providing financial resources to invest in infrastructure improvements. However, securing landowner cooperation and agreement for some route sections can have legal and financial implications and may take time to resolve.

Moray Council provides some core revenue to support most of the Moray Routes network, mainly through staffing for day-to-day maintenance like strimming vegetation and cleaning toilets and bins. Major route improvements are mainly done through capital funding for individual projects such as Tomintoul and Glenlivet Landscape Partnership Access Improvements, the Coast to Country Project, and the Speyside Low Carbon Hub Project.

Much of the work on the network is done by volunteer associations and community companies. The Dava Way Association work on one section of the route (the Dava Way) to ensure that it is well maintained and regularly improved. They organise regular monthly work parties for most of the year along the entire route[26]. The Moray Way Association run an annual walking and outdoors festival in Moray, promote the Moray Way as a circular long-distance path and have responsibility for the Moray Ways Website.[27] The Rothes Way Association, is a registered charity and managed by a voluntary group of trustees and supported by a wider membership[28]. RWA has a team of volunteers that regularly carry out maintenance work on the path.

Drummuir 21 was established as a charity in 2000 to encourage and promote the construction and restoration of a network of footpaths within the Drummuir area to encourage greater participation in the activities of walking and cycling and to advance sustainable development.

This means that there is considerable variation across the Moray Routes in terms of physical, digital, interpretive, marketing and business support infrastructure. This diversity of approaches generates strengths. Route responsibilities are shared and do not fall entirely on one body. However, there are weaknesses associated with this approach too around consistency of visitor and user experiences, capacity, revenue and capital, and resources available to voluntary community groups and clarity over route responsibilities.

User feedback identifies weaknesses in network sections outside the Moray Council boundary. Users are unaware of administrative boundaries and these route weaknesses

[26] Home | The Dava Way trail from The Cairngorms to Moray Coast
[27] The Moray Way Association - Moray Ways
[28] Managing the Project | The Rothes Way

impact on the overall user experience. Moray Council is working with neighbouring authorities, notably the Highland Council and the Cairngorms National Park Authority to address these shortcomings.

Moray Routes face three principal route section infrastructure challenges defined as:

1. Rails to trail sections
2. Hill path sections
3. Coastal trails

10.2 Rails to Trails Sections

Rails to trails is a common feature of Moray Routes. Railway lines closed after the 1963 Beeching Report - *The Reshaping of British Railways* have become paths. Approximately 30% of the Moray Routes network follows rail lines and 47 km of these routes and their infrastructure of bridges, culverts are owned by Moray Council.

Disused railway lines, although often over 100 years old, were generally robustly constructed and have many advantages for pedestrians and cyclists. Dictated by topography, they follow the shortest line between settlements and along gentle gradients which make them very accessible.

In the absence of a Moray-wide budget for physical maintenance activity, we have used the 2015 Maintenance Practices and Costs of Rail-Trails to give an illustration of the scale of costs associated with keeping a base standard of trail condition[29]. Although this is a US-based publication, we consider the trail standard management issues in Moray to be very comparable.

The US figure in 2014 was $1006 per mile. Updating to 2022 in a Moray context, we have adopted a base cost of £1000 per km for non-asphalt trails such as occur on the Moray Routes. Estimated requirements along the Moray Route sections that follow disused railway lines are estimated to include the following:

Activity	Budget Split
• Annual mowing/ strimming	12%
• Vegetation management – trimming bushes	11%
• Tree removal	5.5%
• Surface – repair rolled whin dust	10%
○ Surface clearing or organic materials – leaves moss etc	11%
○ Resurfacing	Every 10 years
• Drainage	
○ Clearing of ditches and culverts	5.5%
• Trail furniture	
○ Signage maintenance	6%

[29] resourcehandler.ashx (railstotrails.org)

○ Trailhead maintenance – picnic tables ,bins, car park, benches	6%
○ Gates and bollard maintenance	5%
○ Fencing maintenance	5%
• Litter clearance	3%
○ Toilet servicing and maintenance	13%
• Bridges	
○ Inspection regimes by certified engineers	Every 3 years
• Counters	5%
• Invasive species	2%
• Vandalism and fly tipping	5%
• One off storm/flood damage	As required
TOTAL	100%

10.3 Hill Path Sections

The popularity of higher-level walking , such as offered by the Tomintoul spur, continues. In the Cairngorms National Park, 18% of visitors reported participating in high level walks with hill-walking being a reason for their visit and 3% undertaking multi-day walks. Unobtrusive yet durable path builds, and repairs will conserve the vulnerable habitats being destroyed through the path erosion and braiding caused by a combination of recreational use and weather. Beyond Auldich, for example, the Tomintoul spur tends to have small amounts of work to path surfaces spread over a long distance. Costs relate to being able to get easy access with machines and win path materials locally. Path standards are set out in the Upland Pathwork Manual 3rd edition 2015. [30]

10.4 Coastal Trail Sections

The popularity of coastal trails has also increased in recent years and in addition to user pressures, dynamic coastline changes place pressures on routes through marine erosion. Cliff top routes can be vulnerable to collapse as cliffs are undermined and eroded. Recent major storms have also exposed the vulnerability of coastal woodland plantations to windblow. A route may be blocked, as at Dallachy Wood, forcing users to find alternatives (if there is one) until the original route is cleared.

On sections, such as between Findhorn and Roseisle, many users walk along the beach when tidal conditions permit. Rising sea levels and storm conditions can make beaches inaccessible at high tides requiring inland route options to be made available. This section does have an informal path network of optional desire lines through the forest either side of the marked trail.

However, even this is under threat. A coastal erosion study for the Findhorn to Roseisle section commissioned by the MOD in 2002[31] concluded that an erosion rate of between 0.6m

[30] Upland Pathwork Manual (nature.scot)
[31] Microsoft Word - Text (forestryandland.gov.scot)

and 2m per year was ongoing. Second World War defences along the beach give a known baseline which clearly illustrates the speed of progressive coastal retreat in this location. Erosion also squeezes users into a smaller section between the beach and the security fencing protecting the MOD estate at Kinloss. An adaptive management approach of managed retreat rather than hard engineering solutions is the preferred option in this location. Trail routes and paths will need to be accommodated within this approach. Unexploded ordnance emerging from the sand in this location is a further hazard.

10.5 Route Infrastructure Summary

Whilst some of the work on these sections is classed as on-going maintenance, over time even the most robust infrastructure ages and deterioration is accelerated by more intense rain events, storms, heat, erosion by water and vegetation growth. All have an impact on route sections and especially on features like cuttings, culverts, engineered drainage systems and bridges. This can lead to larger more 'catastrophic' route section failures requiring major capital investment. The forest along the shoreline plays a role in preventing dune collapse and localised inundation during storms, but this role is limited. The main protective role of the forest is to limit the windborne movement of sand by creating a physical barrier, reducing wind speeds at ground level, and creating a continuous vegetation layer.

The Moray Routes – Bright Futures Strategic Infrastructure Plan has identified vulnerable route sections, some of which are considered as strategic gaps and are put forward for capital funding support. Smarter data gathering is also put forward for capital funding support to better identify the most popular Moray Routes sections. More accessible and dependable data will enable both popularity and risk/vulnerability to be mapped together to better inform priorities.

10.6 Route Stewardship Summary

Route stewardship is in the hands of multiple partners. Moray Council carries the most responsibility and employs an access officer and ranger staff who work alongside active travel and economic development officers. Multiple volunteer associations and community groups either own or have adopted route sections and responsibilities.

Body	Status	Role
Moray Council	Local authority	Access Authority Economic growth and development Environmental and commercial services
Dava Way Association	SCIO	The Dava Way Association is the body which works on the route to ensure that it is well maintained and regularly improved.
Rothes Way Association	SCIO	A community-led project which aims to provide a multi-use path linking Rothes and Craigellachie,
Moray Way Association	SCIO	To promote The Moray Way, a 100-mile long circular walking route combining elements of the Speyside Way, the Moray Coastal Trail and the Dava Way.

Drummuir 21	Unincorporated association	To encourage and promote the construction and restoration of a network of footpaths within the Drummuir area, for local people and visitors and to encourage greater participation in the activities of walking and cycling To advance the education of the public regarding environmental issues and sustainable development
The Laich of Moray Active Travel Routes (LoMATR)	SCIO	To provide outdoor recreation facilities and activities for the local community and its visitors, by initially establishing a shared use path/active travel link between Hopeman and Lossiemouth.
Findhorn Village Conservation Company	Company Limited by guarantee with charitable status	To advance environmental protection or improvement including preservation, sustainable development, and conservation of the natural environment; and the maintenance, improvement, or provision of environmental amenities for the community
Crown Estate Scotland	Public corporation of the Scottish Government	To be responsible for the management of land and property in Scotland owned by the monarch in right of the Crown.
Forestry and Land Scotland	Government agency	To manage the national forest estate
Private Landowners	Private companies	To manage land and property
Moray Local Outdoor Access Forum (MLOAF)		The LOAF is an advisory body to Moray Council in their role as the Area Access Authority. The Forum sets its own remit with the emphasis on practical and achievable aims and targets.

In addition, The Moray Walking and Outdoor Festival has supported and promoted over 30 individuals, organisations, and businesses to set up walking tours. The festival has been a catalyst for several of them to run all year round events.

11 Funding Sources

11.1 Known Funding Sources

Moray Council Capital Programme has the potential to direct funding to these projects, but this requires full Council and/or relevant committee approval.

UK and Scottish Government investment in Moray:

- £100M Moray Growth Deal
- The Just Transition Fund (JTF) is a £500m, 10-year commitment that will support projects in the North East and Moray which contribute towards the region's transition to net zero.
  https://www.gov.scot/publications/just-transition-fund/

Other funding sources:

- EDF Renewables Dornell Windfarm Community Benefit Fund
- Other renewable energy benefit funds
- National Lottery
- Sustrans
- Coastal Communities Fund
- Various Foundations and Trusts with Moray links
- Recently launched (2022) sustainable tourism fund in Moray:
  https://fairbnb.coop/2022/05/06/fairbnb-coop-reaches-scotland

The different Way Associations across Moray have received funding and are receiving funding from a variety of sources including:

Association	Sponsors and Partners
Dava Way	The Budge Foundation Paths For All LEADER BBC Breathing Spaces AJ Engineering Finderne Development Trust Lottery Community Fund Berry Burn Community Fund Sustrans Outdoor Access Trust for Scotland
Rothes Way	Forsyth Group Speyburn Distillers Ian Macleod Distillers Gordon and Edna Baxter Foundation Diageo Berry Burn Community Fund Adam Family Foundation Andy Innes Aerial Photographer
Moray Way	Walking festival ticket sales,

	Adam Family Trust Robertson Trust Tsi Moray Participatory Budgeting Ramblers Holidays Charitable Trust Tesco

11.2 Moray Routes Infrastructure Fund

Walking, wheeling, and cycling networks are at the top of Scotland's sustainable transport hierarchy and key to the nation's tourism offer. However, like many public bodies, Moray Council faces significant pressure on its revenue budget with a host of competing priorities. The current economic climate and a likely further squeeze on the Council's settlement grant from the Scottish Government are likely to add to this pressure.

One way to ensure funding is available for Moray Routes could be through the establishment of a restricted Moray Routes Infrastructure Fund (The Fund). This could provide financial support for maintaining historic engineered infrastructure that carries Moray's share of the national network. Much of Moray's core wealth in food and drink and textiles we enjoy today benefited from this 19th century infrastructure.

The Fund could fulfil its purpose by preserving the capital of donations, funding awards and investments for distribution for maintenance and repair. As a public asset, Moray Routes are not intended to be profit-making. Accordingly, the support that The Fund could provide is critical to the success and sustainability of the Moray Routes and their ability to contribute to society.

The Fund could act as a bold response to the pressing challenge of retaining the 'status quo' of 100-year-old structures rather than to rely on 'Emergency' funding after sudden failure or collapse.

The Fund could be formed around part of the £50,000-a-year community benefit income generated by the Dornell Wind Farm site on the Glenfiddich Estate and awarded to Moray Council over a 25-year period. Where structures are part of the National Cycle Network, contributions from Sustrans could be sought. Other renewable energy applications consented for Moray could be encouraged to contribute to The Fund, as could a proportion of other developer contributions as part of Planning Gain. The Fund could also be open to private gifts and donations from route users, supporters, and foundations.

Full structural surveys of infrastructures – bridges, tunnels and earth works would be carried out to prepare a risk-based programme of works to secure a status quo condition longer term.

The main objectives would be to:

- install 'tell-tale' markers on key infrastructures and conduct a digital survey to detect change and movement in structural elements – stone and metal work – to give baseline condition assessments. These should be repeated at regular intervals.
- maintain the integrity of structures and halt the corrosion of metal work

- apply coating systems which would lessen the need for repeated applications and general maintenance.
- stabilise earth works and drainage

Key outcomes sought:

- sustainable Moray Routes network
- major gains in asset reliability, availability, safety, and life
- lower whole-life maintenance costs

PART 2 – PROJECT OUTCOMES

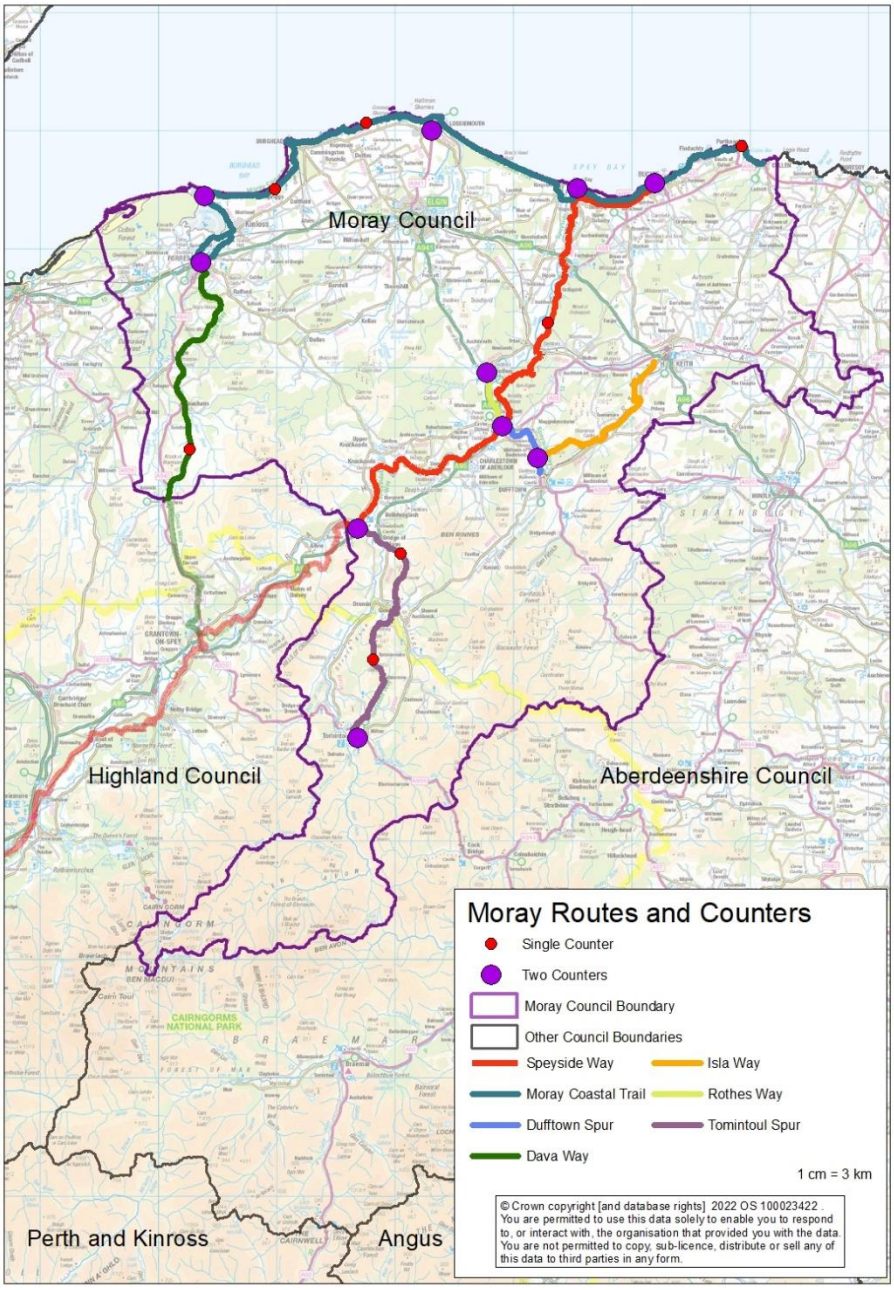
12 Costs and Details

12.1 Summary of Indicative Capital Costs (inclusive of VAT) for Tier 1 and Tier 2 Projects

Summary: Tier 1 Projects		
Project	**Indicative Capital Cost**	**Additional Notes**
1 Smart Destination	£102,450 - £111,450	The number of LoRaWAN Gateways (base stations) has yet to be agreed with partners. Each Gateway has been costed at £600 (estimated number required: 20-30)
2 Informed Destination	£87,000	Precise locations to be discussed with local partners
Total Value Tier 1	**£189,450 - £198,450**	Subject to agreement on the final number of Gateways required (in the range 20-30)
Summary: Tier 2 Projects		
Project	**Indicative Capital Cost**	**Additional Notes**
3 Access for All	£73,500	
4 Venture up the Hill	£246,000	This does not include costs from Transport Scotland for delivery of informal crossing of A95 and a new safe path alongside A95 (estimated in range £125,000 - £175,000)
5 Link to the Trails	£450,000	Subject to detailed engineering reports for steel structure and bridge inspections
6 Distilleries Trail	£72,000 - £79,500	Subject to confirmed costing for Section 3 from Rothes Way Association
7 Historic Connections	£112,500	
8 Coastal Connections	£187,500	With exception of works being undertaken by Crown Estate Scotland on tree removal
Total Value Tier 2	**£1,141,500 - £1,148,500**	Does not include Transport Scotland costs. Also subject to detailed engineering reports for steel structure and bridge inspections.

12.2 Tier 1 Projects in Detail

Unlocking the power of Moray Routes

Project 1: Smart Destination – Sensors (Counters) and App	
Project Description	
	Moray Routes network extends over 250km. The routes are experiencing growing pressures in some locations due to their rising popularity, but there is significant potential for much greater levels of use, as illustrated in the Plan. Within Project 1 Smart Destinations, two separate actions are proposed:

Action 1 – Counter/Sensor Network

User monitoring process, including data collection, and using the data in reporting the combination of systematic visitor counts and surveys to establish the diverse picture of Moray Routes visitation.

Visitation data may be combined with survey data on trip characteristics and multipliers and used to estimate visitor spending and economic effects. Route level data can be combined to estimate Moray level visitor spending effects. Powerfully, they highlight how route investment can contribute to the local economy.

The use of technology to assist with managing visitors will be increasingly important to provide accurate information to:

- Help deploy resources such as Ranger staff to where they are most needed and to build evidence required to make and evaluate the effectiveness of future infrastructure investments.
- Help visitors in advance of their visit and during their visit.

Collecting meaningful data from around the route network is essential to understand and better prioritise investments in staffing, route management, and promoting and enhancing a more enjoyable and sustainable visitor experience.

Data can provide real-time user information and a continuous count log to facilitate the statistical analysis of user patterns. Data can also provide early indications of potential problems.

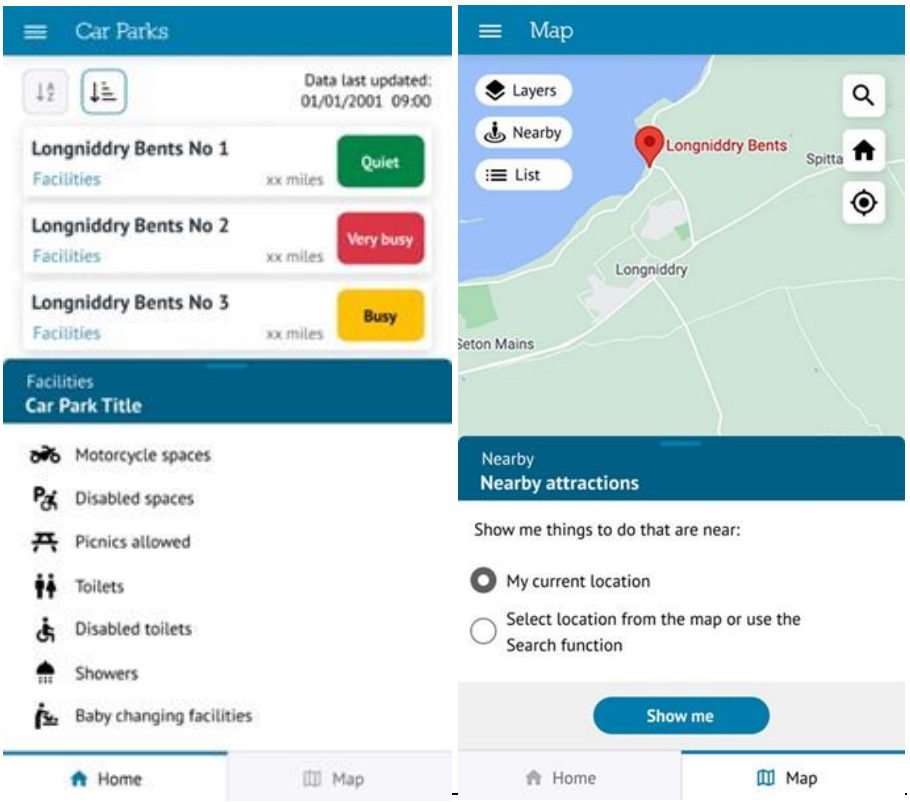
The Smart Destination project proposes to develop the use of IoT sensors to generate real time 'user level' data, reporting on Moray Route use and geospatial (mapping) technology. This involves installing 27 sensors (see counter map below) to monitor route use with information directed to a dashboard facility with integration into Moray Council systems to allow staff to make timely decisions based on use patterns. The counter/sensor network will:

- Enable proactive management of capacity on Moray Routes through timely diversion and signalling by public bodies, redirecting visitors away from potential overcrowded spaces and where appropriate, enable deployment of personnel to intervene
- Enable visitors to understand where routes are, how to get to them, and what other attractions and facilities exist nearby
- Potentially create business opportunities for Moray's hospitality and tourism businesses, able to capture spontaneous demand as visitors change their plans and look for alternatives places to visit or activities
- Reduce negative environmental impact of overcrowding and traffic congestion
- Signpost App users (locals and visitors) to public transport and cycle routes to encourage use of alternative travel modes and reduce carbon footprint
- Gather a range of data so that Moray Council can see and predict where problems are likely to occur (comparing current trends with historic activity)

- Reduce potential recurrence of Covid type pandemic effects through better management of physical distancing and site capacity

Action 2 – Visitor App

Examples of existing App advising on car parks occupancy



The App will build on the current digital infrastructure already in place to increase its usefulness. The App will support:

- More sustainable travel by use of footpaths and bike paths
- User friendly interface helping visitors to make informed decisions on more sustainable travel by use of footpaths and bike paths
- Difficulty ratings of route sections around trail surface and steepness through 3D visualisations showing contours and summits
- Points of interest along the route, including food and drink, public transport and accommodation giving practical information to visitors
- Driving revenue for local businesses along the route
- Convenient and downloadable map section files
- "Green infrastructure" mapping of areas near routes that would highlight levels of biodiversity and how to support this
- A new Digital Passport Scheme proposed by Moray Way Association

Functionality can be added to:

- Capture Crowd-Sourced information uploaded by users (auto time-stamped, location-tagged, photographed):
- Deliver local promotion to 'push' visitors to other parts of the route network that are less busy

	• Promote citizen science / "eagles seen here today" • Seek user permission to track movement patterns on routes, linked to habitat impacts – trampling along key routes • Provide Augmented Reality Interpretation (using existing data sets) such as impact of climate change in 2050 at this point on river flow • Add messaging: Eg Local businesses open for food and drink etc. • Link to weather and tidal data for shore walking – change during the day • Advise on sensitive wildlife – capercaillie, nesting birds • Carry out immediate surveying of visitors • Support and link to a Digital Passport Scheme (which has been researched by Moray Way Association)
Strategic Fit	Moray Routes Bright Futures Objectives 1, 2 and 3. RTIF Criteria. Local and national strategic direction.
What Action/ Projects are Proposed	**Action 1 – Counter/Sensor Network** Counters in 27 locations as shown on the map above 20 – either side of main Tourism Hubs 7 – mid trail locations to record through traffic (3 additional counters scheduled for further provisional main Hubs) Installation and 3 years data management – direct access network to Moray Council or Cloud portal link managed by system supplier. **Action 2 – Visitor App** One App to cover the Moray Council area. Downloadable from App stores.
Purpose	Real time data to be delivered to a dashboard central control point connected to route management partners. Visitor App can convey information direct to visitors, based on counter data and a wide range of choice to engage with local businesses, plus advisory messages such as wildlife sighting and high fire risk. In due course, App users may be able to submit photographs and details of where they see minor repairs that are needed, with an accurate geo location tag.
Opportunities	Moray Council has already installed a network of new counters in town centres and on active travel routes. Enhanced use of technology is seen as a core element of the Moray Growth Deal. The sensors and the App are connected either to the LoRaWAN (Long Range Wide Area Network) or the existing cellular network. LoRaWAN is networking protocol designed for wireless connection of battery operated 'things' like car park sensors (or IoT devices) to the internet in regional, national, or global networks. LoRaWAN is a wireless network (like WiFi or 4G) but is free to use and with some important differences:

<table>
<tr><td></td><td>

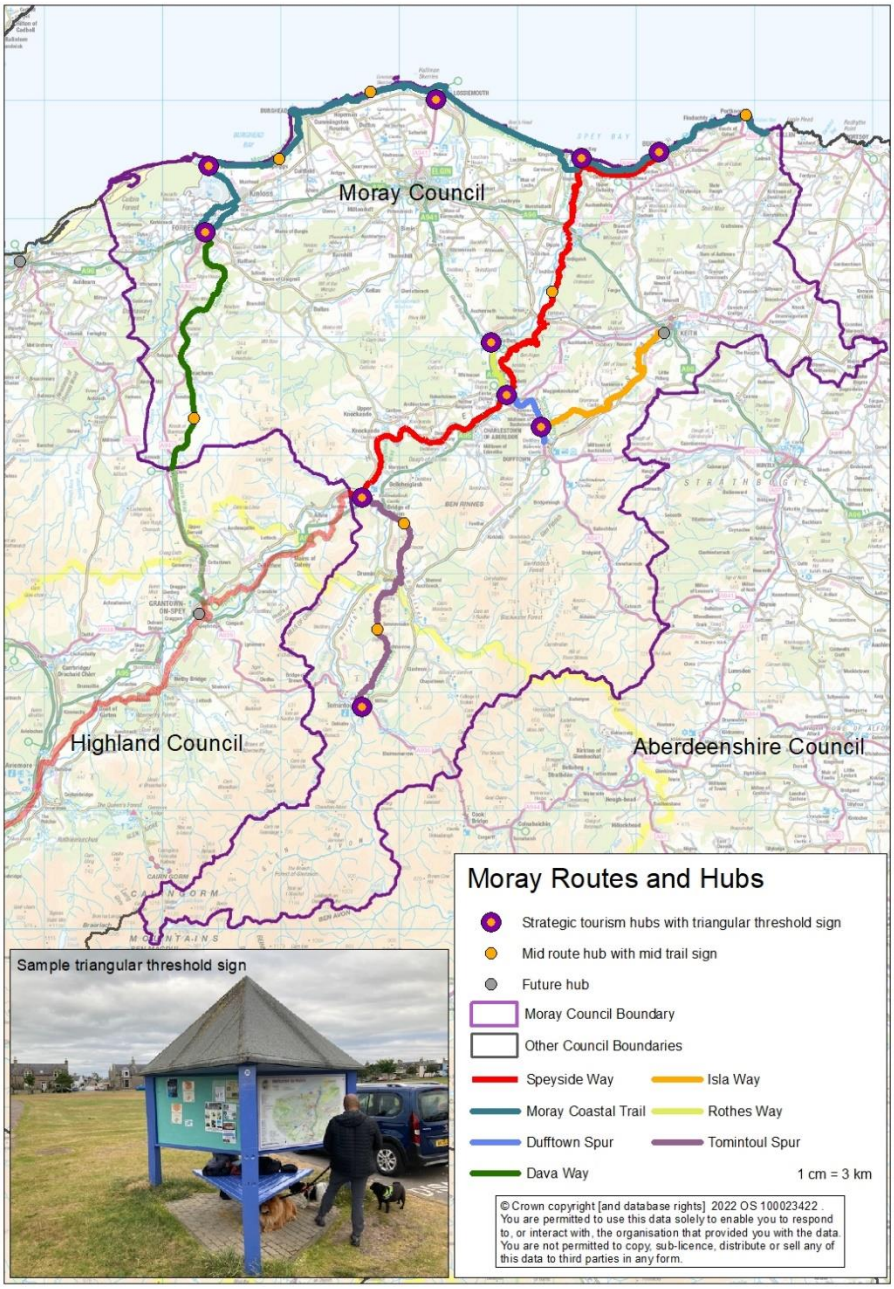
LoRaWAN uses very little power, so battery powered LoRaWAN devices can last years on the same battery. For example, people sensors
LoRaWAN base stations (or gateways) can provide coverage for several kilometres (more if mounted at height). WiFi has limited range
LoRaWAN only allows *tiny* amounts of data, but from many devices - ideal for sensors that just count cars or people. Sensors can be configured to determine direction of travel
Cellular connections utilise batteries and roaming SIMs which allow contact to made with any cellular network in the vicinity. These may be more suitable if there are no reliable sites for installing a LoRaWAN gateway connection.

</td></tr>
<tr><td>Constraints</td><td>Partnership work is required on:

Establishing and installing a counter network
Capturing and utilising data to aid management
App development and trialling
Additional App functions
Ensuring content and software are updated

</td></tr>
<tr><td>Indicative Capital Costs</td><td>Inclusive of all capital costs, design, and installation (counter network yet to be designed):
<table>
<tr><th>Project1 Action 1</th><th>Number</th><th>Unit Cost</th><th>Total</th></tr>
<tr><td>LoRaWAN Gateways (base stations)</td><td>20-30</td><td>£600</td><td>£12,000 - £18,000</td></tr>
<tr><td>Counter/Sensors – LoRaWAN</td><td>14</td><td>£300</td><td>£4,200</td></tr>
<tr><td>Counters/Sensors - Cellular</td><td>13</td><td>£1700</td><td>£22,100</td></tr>
<tr><td>Project 1 Action 2</td><td></td><td></td><td></td></tr>
<tr><td>Initial App development</td><td></td><td></td><td>£30,000</td></tr>
<tr><td>Sub Total</td><td></td><td></td><td>£68,300 – £74,300</td></tr>
<tr><td>Contingency (25%)</td><td></td><td></td><td>£17,075 - £18,575</td></tr>
<tr><td>TOTAL</td><td></td><td></td><td>£85,375 - £92,875</td></tr>
<tr><td>TOTAL + VAT (20%)</td><td></td><td></td><td>£102,450 - £111,450</td></tr>
</table>
Example of suppliers:
Connected Things Store – Connect your LoRaWAN devices to the IoT Home (wildernesssensors.com)
Note discount on quality may be possible.
Further discussion required with Moray Council regarding existing sensors on recently installed active travel routes and how many Gateways are required based on wider topographical issues (estimated to be 20-30 required).
</td></tr>
</table>

	App development - £30,000 mainly allocated to initial App development, ideally using existing route builder software, and installing Moray Routes and information. Example: Interactive Route Builder - Whereverly
Potential Delivery Agents	• Moray Council • Specialists in developing and delivering digital products including large-scale online services, mobile Apps, and digital tools
Potential Sources of Match Funding and Revenue Streams	• Moray Council match funding from capital budget (subject to approval from the relevant committee) • Income for maintenance/repair and management system/staffing requirements in the long term from Moray Council revenue budget • Moray Routes Infrastructure Fund • Just Transition Funding
Timetable for Delivery	• Pilot work in 2024 to test the App
Monitoring and Evaluation	• Route counters • App adoption • Social media posts • Visitor satisfaction levels
Additional Comments	Future phases to expand use of technology for visitor management, visitor safety, asset management, education/interpretation, promotion of neighbouring facilities.

Project 2: Informed Destination - Interpretive Hubs	
Project Description	
	Moray Routes network extends over 250km. As visitors adapt to life after the Covid-19 pandemic and encounter rising living costs, new and different consumer behaviours and expectations are developing. Localism and the unique identity of a destination are becoming more important to the visitor as they seek out value for money and value for time. Customers' expectations of a "localised" experience when discovering what's on their doorstep, is a strong feature of the Moray offer. Authentic, localised experiences in Moray can often go hand in hand with food and drink experiences such as distilleries offering whisky or gin tastings and

	personalised food pairings. These blend well with walking, cycling and even canoeing down the river Spey. **Tourism Hubs** are proposed at 10 locations (see map above): Forres; Findhorn; Lossiemouth; Spey Bay; Buckie; Craigellachie; Rothes; Dufftown; Cragganmore; Tomintoul. Tourism Hubs are considered key locations on the routes where people are likely to start and/or finish a section of the trail. Triangular signs and counters/sensors (see detail below) will be installed to help people understand: • Their current location in the wider network of Moray Routes • Their current location in the local network, perhaps associated with the local way association • Information relative to the local settlement(s), for example, link to an App, and other locally important information **Mid Route Hubs** are proposed at a further 7 locations (see map): Roseisle; Hopeman; Portknockie; near Ben Aigan; Auldich; near Clash Damph; mid Dava Way. These will include counters and some interpretive information. In the case of Clash Damph, these will be located at proposed viewpoint on Tomintoul Spur. **Future Hubs** are proposed at 3 locations (see map): Nairn; Grantown-on Spey; Keith Future discussions to take place on improving information and connectivity for visitors at these locations.
Strategic Fit	Moray Routes Bright Futures Objectives 1, 2 and 3. RTIF Criteria. Local and national strategic direction.
What Action/ Projects are Proposed	Triangular signs will be installed at each of the 10 Tourism Hubs (17 in total). Counters will be installed at each of the Tourism and Mid Route Hubs. Design is based on three A1 size panels, vertically mounted within a triangular mounting structure. A roof structure could be an option – perhaps in a pagoda style reflecting the Charles Doig design and the area's whisky heritage? Panels will be of a material like Glass Reinforced Plastic or High-Pressure Polycarbonate (Rhino panels) which gives a tough and robust finish for outdoor graphics with UV stability, resistance to discolouration, surface haze and weathering. Proposed content on signs: We are proposing a maximum of 200 words per panel with attractive illustrations, which communicate a few clear messages and stories. Maps will be kept simple with information that does not date. Detail can be included on the App which people can carry with them.

	QR codes and Tags will be included to direct users to websites and to the App. QR codes can be readily updated. The design of mount is important. We wish to create a feature that stands out in a variety of environments. Commonly chosen materials are oak, pressure-treated softwood, or steel (either galvanised and powder-coated or stainless steel – fitting with the railways theme). **Photos**  
Purpose	Messages associated with the Tourism Hubs will be based around: • Being part of the wider Moray Routes Network • Local route section either side of the Hub • Local and site-based interpretation – focus on respecting local people and their resources – what there is to see, do and learn. Messages associated with the Mid Route Hubs will be simpler: • Being part of the wider Moray Routes Network and reassurance to 'through' walkers and cyclists that they are on route.
Opportunities	Both types of Hubs will also be used to carry the sensors/counters. The mid route hubs will be used to track more of the multi-day users of the network who are likely to be overnight visitors.
Constraints	Discussion with existing route management bodies and community associations to enable best integrations with current signage approaches and locations. Planning consent may be required, although in some locations existing signage will be replaced or at least updated. Site selected likely to be within ownership of Moray Council or other partner bodies. Hubs may be vulnerable to damage, so robust construction materials and methods will be utilised.
Indicative Capital Costs	Inclusive of all indicative capital costs, design, and installation:

Project	Number	Unit Cost	Total
17 Tourism Interpretive Hubs	17	£3,000	£51,000
7 Mid Route Interpretive Hubs	7	£1,000	£7,000
Sub Total			£58,000

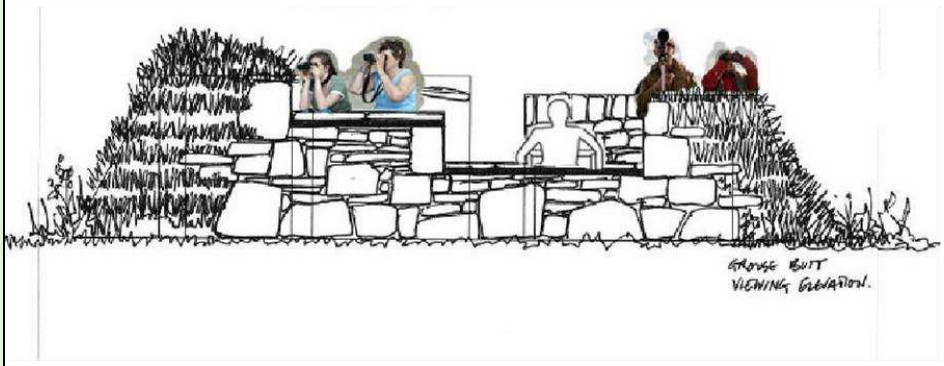
<table>
<tr><td></td><td>
<table>
<tr><td>Contingency (25%)</td><td></td><td></td><td>£14,500</td></tr>
<tr><td>TOTAL</td><td></td><td></td><td>£72,500</td></tr>
<tr><td>TOTAL + VAT (20%)</td><td></td><td></td><td>£87,000</td></tr>
</table>
</td></tr>
<tr><td>Potential Delivery Agents</td><td>• Moray Council
• Interpretive designers and installers</td></tr>
<tr><td>Potential Sources of Match Funding and Revenue Streams</td><td>• Moray Council match funding from capital budget (subject to approvals from the relevant committees)
• Income for maintenance/repair and management system/staffing requirements in the longer term from Moray Council revenue budget and Moray Routes Infrastructure Fund
• Moray Routes Infrastructure Fund
• Just Transition Funding</td></tr>
<tr><td>Timetable for Delivery</td><td>• 2023/24</td></tr>
<tr><td>Monitoring and Evaluation</td><td>• Sensors and counters
• Visitor surveys
• Social media posts
• Visitor satisfaction levels</td></tr>
</table>

12.3 Tier 2 Projects in Detail

Unlocking the power of Moray Routes

Project 3: Access for All - Findhorn	
Site Description	 The village of Findhorn acts as a key Tourism Hub connecting the Dava Way coming into Forres from the south on to the Moray Coastal Trail as it passes through Findhorn. The stunning coastline attracts many visitors to the area and the area benefits from a proactive community presence through the Findhorn Village Conservation Company.

	There are two main car parks (West and East) with plans to refurbish the existing toilet blocks in 2022 in the West car park and on the road down to the marina. They also hope to locate a further toilet block, as indicated on the above map. This adds to the recently completed Aires Motorhome site which is already very popular with visitors. Access for All – Findhorn, will complement these developments and enhance the whole visitor experience.
Strategic Fit	Moray Routes: Bright Futures Objectives 1, 2 and 3. RTIF Criteria. The main report references several strategic plans, policies, and other relevant reports, namely: Moray Core Paths Plan, amended (2018); Moray Economic Strategy (2019-29); Moray Way Feasibility Study (2017); Local Development Plan (2021); Planning for Real, Findhorn (2017); Coastal Erosion Study, Findhorn to Roseisle (2002).
What Action / Projects are Proposed	The proposed works are shown as Projects 1-4 on the map above. Proposed project work includes: <u>Project 1 – All Abilities Accessible Path</u> • Construct all abilities, graded path (90m in length) from car park near proposed new toilet block to new all abilities viewing platform. Making use of onsite materials to shape and form the base layer <u>Project 2 – New Benches X4</u> • Constructed in similar style to those on the existing all abilities path along the seashore in Findhorn (using existing nearby WW2 concrete structures cut to half size with wooden seating) <u>Project 3 – Triangular Sign</u> • With QR codes (updating information on tides; path access on the beach front or inland; dolphin watch etc) • New counter installed as part of FRTIF 4 funding (none currently at this location) <u>Project 4 – All Abilities Viewing Platform</u> • Construct all abilities viewing platform with open views and seating – making use of hard wearing, robust, future proofing material built in sympathy to the marine environment • Counters and Signs are included in Project 1: Smart Destination and Project 2: Informed Destination projects.
Purpose	It is recognised by the local community that many people with accessibility concerns are unable to get close to the beach and experience the view with all their senses. A viewing platform will enable this and provide what is considered locally to be a missing link along the trail. It will add to what is becoming a must

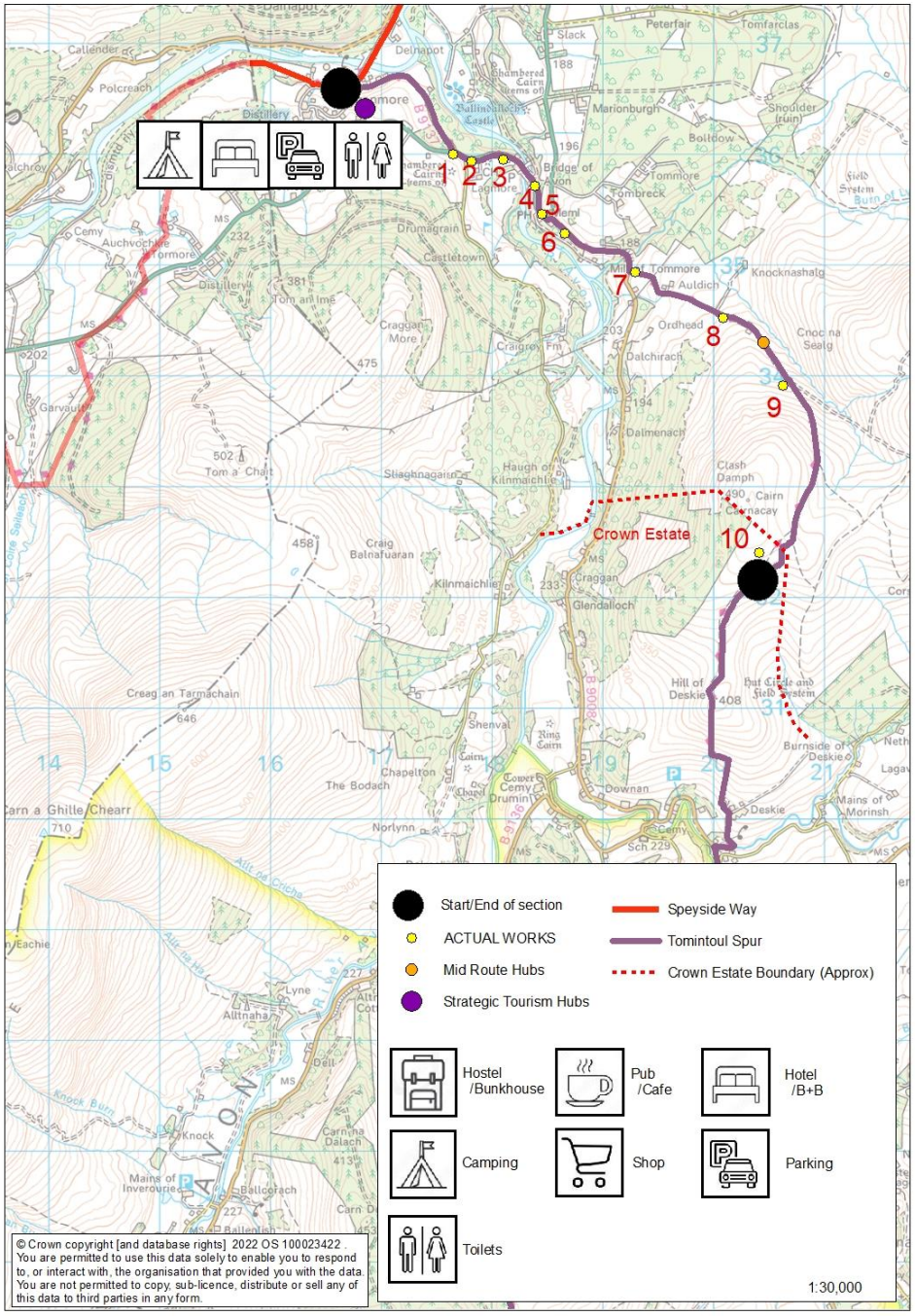
	visit part of the Moray Coastal Trail for everyone, as close by there is disabled parking; a 21 space Aires camper van site; and a new toilet block with disabled facilities soon to be built.
Indicative Design	Viewing Platform – indicative styles below:   Benches – indicative style like those already in place along the accessible trail in the village (making use of historic WW2 concrete defences):

<table>
<tr><td></td><td> 
Triangular Signage – as per detail in Project 2: Informed Destination</td></tr>
<tr><td>Opportunities</td><td>Land required already in community ownership.

Findhorn Village Conservation Company have agreed in principle to ‘adopt’ any installations to secure good use of public funds in the long term.</td></tr>
<tr><td>Constraints</td><td>There are no known constraints other than acquiring the necessary planning consents, which is not expected to be an issue.</td></tr>
<tr><td>Indicative Capital Costs</td><td>Inclusive of indicative capital costs, project management and professional fees:

<table><tr><th>Project</th><th>Cost</th></tr><tr><td>Accessible Path (90m)</td><td>£20,000</td></tr><tr><td>Accessible Viewing Platform</td><td>£25,000</td></tr><tr><td>Benches x4</td><td>£4,000</td></tr><tr><td>Sub Total</td><td>£49,000</td></tr><tr><td>Contingency at 25%</td><td>£12,250</td></tr><tr><td>TOTAL</td><td>£61,250</td></tr><tr><td>TOTAL + VAT (20%)</td><td>£73,500</td></tr></table></td></tr>
<tr><td>Potential Delivery Agents</td><td>Findhorn Village Conservation Company has agreed to project manage any procurement and installation of facilities.</td></tr>
<tr><td>Potential Sources of Match Funding and Revenue Streams</td><td>Moray Council match funding from capital budget (subject to approval from the relevant committee)
Moray Routes Infrastructure Fund
Just Transition Funding
The community has a strong track record of local fund raising and acquiring funding from various sources (see additional comments section below).
The community developed an Aires Motorhome site (21 positions, Wi-Fi enabled) in 2021, which is already very popular and raising significant levels of income (see figures below):
<u>Motorhome year one 26 May to 31 December 2021</u></td></tr>
</table>

	Number of bookings: 1573 (1060 for 1 night and 513 for 2 nights) Number of nights: 2086 Gross card payment income: £35,827 • Motorhome year two 1 January to 5 September 2022 Number of bookings: 1532 (1059 for 1 night and 473 for 2 nights) Number of nights: 2005 Gross card payment income: £36,022 (includes future bookings) • The community plans to introduce car park charging on the West car park. Based on figures from September to December 2021, gross car park income has the potential to deliver circa £46,500 per year. • They also have plans to introduce a coffee van at East car park in 2023, which will secure income from a private enterprise.
Timetable for Delivery	The community is well positioned to develop these works as part of the next phase of works in the Findhorn area and as part of the Moray Coastal Trail. Any necessary planning permissions would be sought from Moray Council, but this is not considered to be time limiting. As such the project could be phased to start in 2023.
Monitoring and Evaluation	• The community maintains records of visitor numbers using their car parks and accessing their facilities, for example, Aires Motorhome Park. • They recognise the lack of counters in the area, and this has been addressed as part of RTIF 4 funding and counters will be installed in 2022. This will also form part of a wider strategic bid to RTIF5 by Moray Council. • Increased visitor revenues • WalkHighlands responses
Additional Comments	Strong community presence with a positive track record of delivery: Aires - £108k in 2022. Delivered and revenue generating Toilets through RTIF4 – work started in September 2022 with planning permission granted for second block All abilities path along Findhorn seafront - £160k successfully delivered Community sees potential gap with all abilities access to sea views from car park (happy to include viewpoint, access path, benches, and signage as part of their current asset register). The land required is already in community ownership.

Project 4: Venture up the Hill – Tomintoul Spur	
Site Description	 The Tomintoul Spur is a branch of the Speyside Way heading up over the moorland from Cragganmore to the high village of Tomintoul. It covers 24km, with the first 4.5km following roadside verges, including the busy and fast A85. From the small car park at Auldich, the path climbs up over the moor offering stunning panoramic views back over the glen and down towards Glenlivet.

Strategic Fit	Moray Routes Bright Futures Objectives 1, 2 and 3. RTIF Criteria. The main report also references several strategic plans, policies, and other relevant reports, namely: Moray Core Paths Plan (amended 2018); Moray Economic Strategy (2019-2022); Climate Change Strategy (2020-2030).
What Action / Projects are Proposed	The proposed works are shown as Projects 1-10 on the map above. Proposed project work includes: <u>Project 1 – Informal Crossing where B9137 meets A95</u> • This has been discussed in detail with Transport Scotland, who are keen to support tourism and active travel and have budgets in place to develop this. This project is currently with Transport Scotland budget holders and Amey (Transport Scotland's new, recently appointed Operating Company in their NE Unit) for their consideration. Amey's Draft 1 and 3 year programmes are due mid-November 2022, after which Transport Scotland will be better able to advise if this scheme has been added to their works programmes. <u>Projects 2,3,4 – New Safe Path alongside A95</u> • Construct new path along grass verge from A95 crossing to entrance to Delnashaugh Hotel. This has been discussed in detail with Ballindalloch Estate and Transport Scotland. This section of the route is currently with Transport Scotland budget holders and Amey (Transport Scotland's new, recently appointed Operating Company in their NE Unit) for their consideration. Amey's Draft 1 and 3 year programmes are due mid-November 2022, after which Transport Scotland will be better able to advise if this scheme has been added to their works programmes. <u>Project 5 – Develop old access road behind hotel</u> • Scrape 100m of old road to create safe and accessible path between A95 and Delnashaugh hotel <u>Project 6 – Informal Crossing of B9008</u> • Create a new informal crossing point on B9008 where the path connects from the old road and links to the B9008 <u>Project 7 – New Safe Path</u> • Create a new path on the grass verge of the B9008 from the informal crossing to the entrance of the tarmac track to Auldich car park. This has been discussed in detail with Moray Council and, should this project be awarded RTIF funding, a detailed engineering scope and costings will be prepared. <u>Project 8 – Restore Auldich Car Park and Interpretation</u> • Use existing materials to restore the car park

	Project 9 – Path Works • Improve path access in several locations up to proposed new viewpoint Project 10 – New Viewpoint • Construct new viewing platform. • Mid Route Hub interpretation has been included in Project 2: Informed Destination.
Purpose	To enhance the overall experience of the user by transforming the first 4.5km of the route from Cragganmore to Auldich car park, thus creating a safe, accessible, and enjoyable experience. To provide better connectivity locally to the hotel, shop, Ballindalloch Distillery, and Lagmore Café, thus improving services for local people and for visitors to the area, many of whom may then stay an additional night with the obvious economic benefits that will bring to the area. To enable a wider range of users to experience a remote place as they 'venture up the hill' in search of the promoted viewpoint. As such it will capture the imagination of the occasional walker and families to go that bit further on their walk. People can choose to continue all the way through to Tomintoul (and the dedicated walker will do this); but the opportunity to experience remoteness in relative safety will appeal to a wide range of people.
Indicative Designs	Informal Crossing of A95 Design to be prepared by Transport Scotland (Amey) Path alongside A95 Design to be prepared by Transport Scotland (Amey) Path alongside B9008 Design and costings will be prepared by Moray Council, should this project be awarded RTIF5 funding. Path works over the hill to new viewpoint Making use of materials recovered from 'borrow' pits on site to improve the overall surface of the path. Viewpoint Using materials drawn from the local area to create a simple and effective viewing platform that creates both a resting place and a shelter, whilst delivering stunning, panoramic views. Interpretation of the local area will add an additional sense of place and purpose. Similar in style to the image shown below:

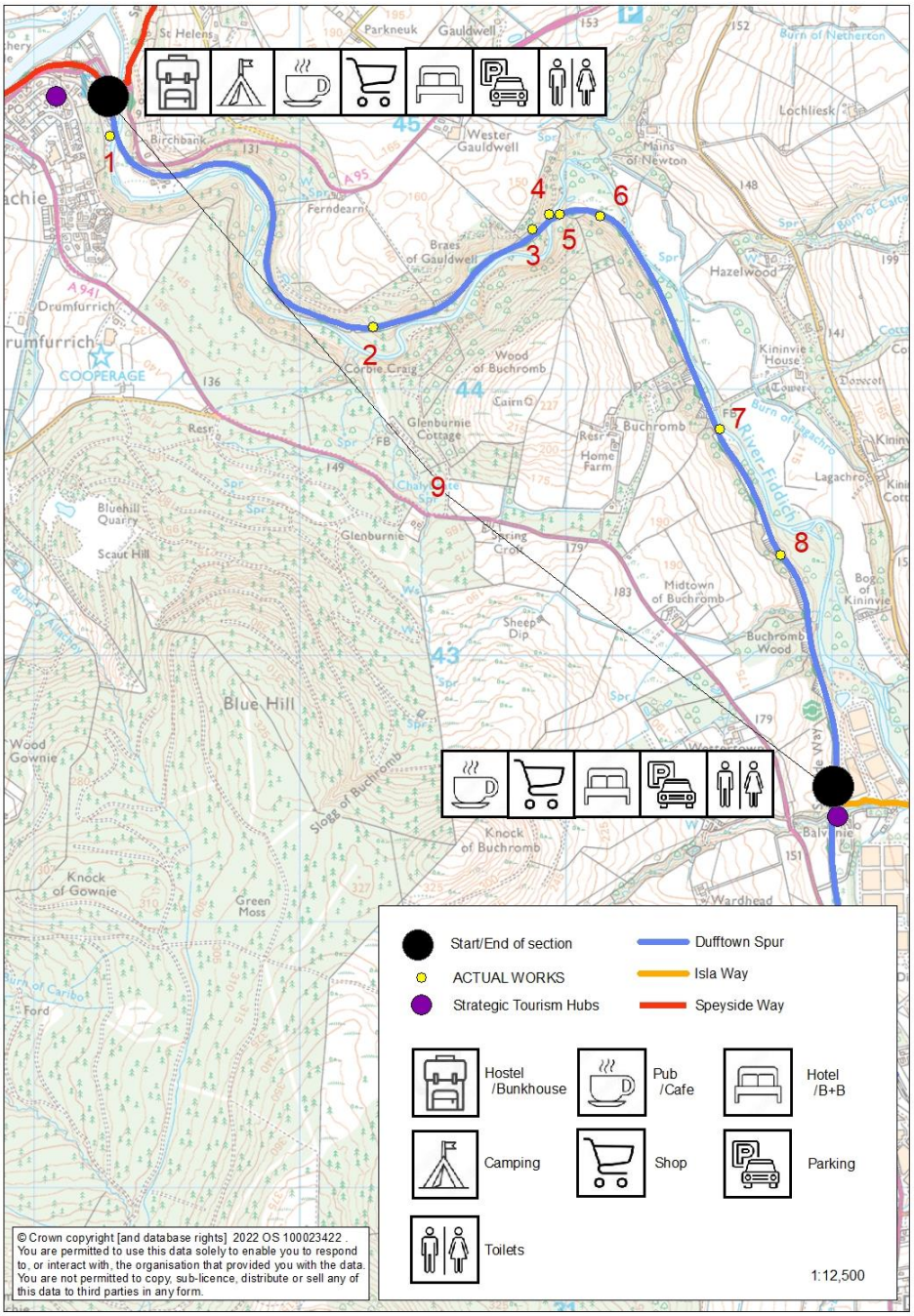
<table>
<tr><td></td><td>  </td></tr>
<tr><td>Opportunities</td><td>The creation of such a viewpoint (located at point 10 on the map above) will encourage a wider cross section of people to ‘venture up the hill’ to experience a sense of remoteness and wildness yet not that far from the perceived comforts of the facilities down the valley. As such it will capture the imagination of the occasional walker and families to go that bit further on their walk. People can choose to continue all the way through to Tomintoul (and the dedicated walker will do this), but the opportunity to experience remoteness in relative safety will appeal to a wide range of people, many of whom may then stay an additional night with the additional economic benefits that will bring to the area. The aim is that people will want to come here for this view.

Glenlivet and Inveravon Community Association suggested an alternative route (along the river Avon from Cragganmore to the old Bridge of Avon, then up through the trees to link with the track to Tommore and then a new path to Knocknasalg on to the track to Auldich car park). However, the clear belief held by the Estate and the basis for its support is that the route described for this project is, for several quite different reasons, the best option.</td></tr>
<tr><td>Constraints</td><td>Planning permissions will be required but this is not considered to be a major constraint

Transport Scotland – are keen to support tourism and active travel and have budgets in place to develop this. This project is currently with Transport Scotland budget holders and Amey (Transport Scotland’s new, recently appointed Operating Company in their NE Unit) for their consideration. Amey’s Draft 1 and 3 year programmes are due mid-November 2022, after which Transport Scotland will be better able to advise if this scheme has been added to their works programmes.</td></tr>
<tr><td>Indicative Capital Costs</td><td>Inclusive of indicative capital costs, project management and professional fees:

<table>
<tr><th>Project</th><th>Cost</th></tr>
<tr><td>Informal crossing of A95</td><td>£10,000 estimate (TBC by Transport Scotland)</td></tr>
<tr><td>New safe path alongside A95</td><td>£125,000 - £165,000 estimate (TBC by Transport Scotland)</td></tr>
<tr><td>Scrape old road path (100m)</td><td>£2,000</td></tr>
<tr><td>Informal crossing of B9008</td><td>£10,000</td></tr>
</table>
</td></tr>
</table>

	<table><tr><td>New safe path alongside B9008 (1050m)</td><td>£100,000 estimate (TBC by Moray Council following engineering scope)</td></tr><tr><td>Engineering scope for new path alongside B9008</td><td>£2,000</td></tr><tr><td>Restore Auldich Car Park</td><td>£10,000</td></tr><tr><td>Path works at various locations (1500m)</td><td>£25,000</td></tr><tr><td>New viewpoint, grouse butt style plus interpretation</td><td>£15,000</td></tr><tr><td>Sub Total</td><td>£164,000 (not including Transport Scotland costs)</td></tr><tr><td>Contingency at 25%</td><td>£41,000</td></tr><tr><td>TOTAL</td><td>£205,000</td></tr><tr><td>TOTAL + VAT (20%)</td><td>£246,000</td></tr></table>
Potential Delivery Agents	Amey will complete the work alongside the A95 on behalf of Transport Scotland, as Transport Scotland's contribution to this project 9 (subject to final agreement from Transport Scotland). Specialist contractors will be appointed by Moray Council to carry out the path work alongside the B9008; path work over the hill to the proposed viewpoint; and construction of the new viewpoint.
Potential Sources of Match Funding and Revenue Streams	• Moray Council match funding from capital budget (subject to approval from the relevant committee) • Moray Routes Infrastructure Fund • Just Transition Funding • Transport Scotland – £value of capital work • Ballindalloch Estate – gift of land strip alongside B9008 • Crown Estate Scotland • Tomintoul & Glenlivet Development Trust – have offered in-kind contribution of staff time to get the project established • EDF Renewables Dorenell Wind Farm Community Benefit Fund – up to a maximum of £30,000 per year can be accessed by Glenlivet & Inveravon Community Association
Timetable for Delivery	This project is best delivered in 2024/25 to fit with Transport Scotland's advanced works programme (should this be agreed by Transport Scotland in November 2022)
Monitoring and Evaluation	• Increased footfall • Increased visitor revenues • WalkHighlands responses

Project 5: Link to the Trails - Dufftown Spur	
Site Description	
	The Dufftown Spur is a flat, well used, old railway line linking the settlements of Craigellachie and Dufftown. The route contains two major river rail crossings and a number of other rail road crossings. The section of the route requiring extensive

	work runs for a distance of some 3.25km from Craigellechie to the railway sidings on the outskirts of Dufftown. Craigellachie is positioned on the Speyside Way and has developed into an essential tourism, leisure, and active travel route. It also acts as a critical Tourism Hub for the area, providing direct access to the Rothes Way, Dufftown Spur, and the Isla Way.
Strategic Fit	Moray Routes: Bright Futures Objectives 1, 2 and 3. RTIF Criteria. The main report references several strategic plans, policies, and other relevant reports, namely: Moray Core Paths Plan, amended (2018); Moray Economic Strategy, (2019-29); Moray Council Active Travel Strategy (2022-27); Moray Local Development Plan (2021); Planning for Real (2015); Dufftown & District Community Action Plan (2021); Cycling Survey (2019)
What Action/ Projects are Proposed	The proposed works are shown as Projects 1-9 on the map above. The works occur along the length of the Dufftown Spur (7.5km connecting Craigellachie and Dufftown), recognising that the final 1.5km into Dufftown runs alongside the A941. Proposed project work includes: <u>Project 1 – River Fiddich Bridge</u> • Cut tree growth • Mend scouring at river level • Mend any undermined damage to abutments/ piers <u>Projects 2,3,6 – Cuttings</u> • Remove 3 sections of overhanging trees causing damage to banks and H&S hazard to the public (700m in total, including both sides of the embankments). <u>Projects 4,5 – Newton Bridge</u> • Cut tree growth • Mend scouring at river level • Mend any undermined damage to abutments/ piers • Repair railings and path bridge layer • Install new safety fencing <u>Project 7 – Landslide 1</u> • Construct new 15-20m steel decking (min 2m width) with concrete abutments and concrete sleepers supporting underneath • Move path 1m closer to upslope side • Add secure side railings • Install secure fencing on downslope side <u>Project 8 – Landslide 2</u> • Clear path and upslope area with digger • Install gabion baskets to secure the upslope area (10m x 2 rows)

	• Use dumper truck to carry 40 loads of stone to the site. <u>Project 9 – Path Works</u> • Path scrape and fillings (3250m) • Improve drainage where required • Counters are included in Project 1: Smart Destination, and Tourism Hubs in Project 2: Informed Destination.
Purpose	This section of old railway line has become an essential tourism, leisure, and active travel route connecting Craigellachie and Dufftown. Craigellachie is positioned on the Speyside Way and acts as a critical Tourism Hub for the area, providing direct access to the Rothes Way, Dufftown Spur, and the Isla Way. Works will secure existing land slips and provide a safe route. Maintenance of Fiddich bridge and Newton bridge, together with enhancements to existing path surfaces, will provide long-term security of public access. It will connect into the existing Speyside Way Low Carbon Hub, linking additional communities in Speyside via an active travel corridor. It will complement investment through the MGD Housing Mix project to provide new affordable homes in the area.
Indicative Design	<u>Restorative work on both major river bridges</u> Drone coverage, as part of this project, has indicated a significant build-up of invasive vegetation around the abutments and structure of both bridges. In our experience this has the potential to undermine key infrastructure. Our visual inspection, as part of our survey work on this project, also concluded there was an urgent need for a comprehensive inspection of both bridges and Moray Council intends to commission this at the earliest opportunity. <u>Landslip 1</u> Moray Council intends to commission an engineering report on the best way to resolve this. There is the potential for this type of problem to be exacerbated by climate change driven weather events. A 'bridge' design similar in style to the section of ramp (1) shown in the example below from Fort William, would probably work well.

<table>
<tr><td></td><td> 

Landslip 2
Installation of 2 rows of gabion baskets on the upslope side.

Path Works
Scrape and reuse existing materials where possible.
25mm quarry dust top layer.</td></tr>
<tr><td>Opportunities</td><td>The path is in the ownership of Moray Council and therefore does not present any known legal or ownership issues.

The route is popular with walkers and cyclists. In 2019, prior to setting up a Community Bike Hub in 2021 in Dufftown (for e-bikes and push bikes), a local businessman carried out a cycling survey. The results showed that 66% of those surveyed wanted off road cycling for tourism, leisure, and active travel purposes with the Dufftown Spur providing such a route. Of those surveyed, some 50% were tourists.

Ongoing monitoring of renters by the Community Bike Hub shows that 70% of the renters have come back saying they went on the Dufftown Spur and/or joined up with the Speyside Way on from Craigellachie.

Number of bike renters over the past two years has more than doubled:

<table><tr><td>Jan – Aug 2022</td><td>79</td></tr><tr><td>Jan – Dec 2021</td><td>36</td></tr></table></td></tr>
<tr><td>Constraints</td><td>The path has several historic railway bridges along its length, including the two largest of these (River Fiddich and Newton Bridges). The main report details the considerable financial burden this places on Moray Council and why the works proposed here should not be considered as simply routine maintenance.

Planning permission may be required.</td></tr>
<tr><td>Indicative Capital Costs</td><td>Indicative capital costs, project management and professional fees:

<table><tr><th>Project</th><th>Cost</th></tr></table></td></tr>
</table>

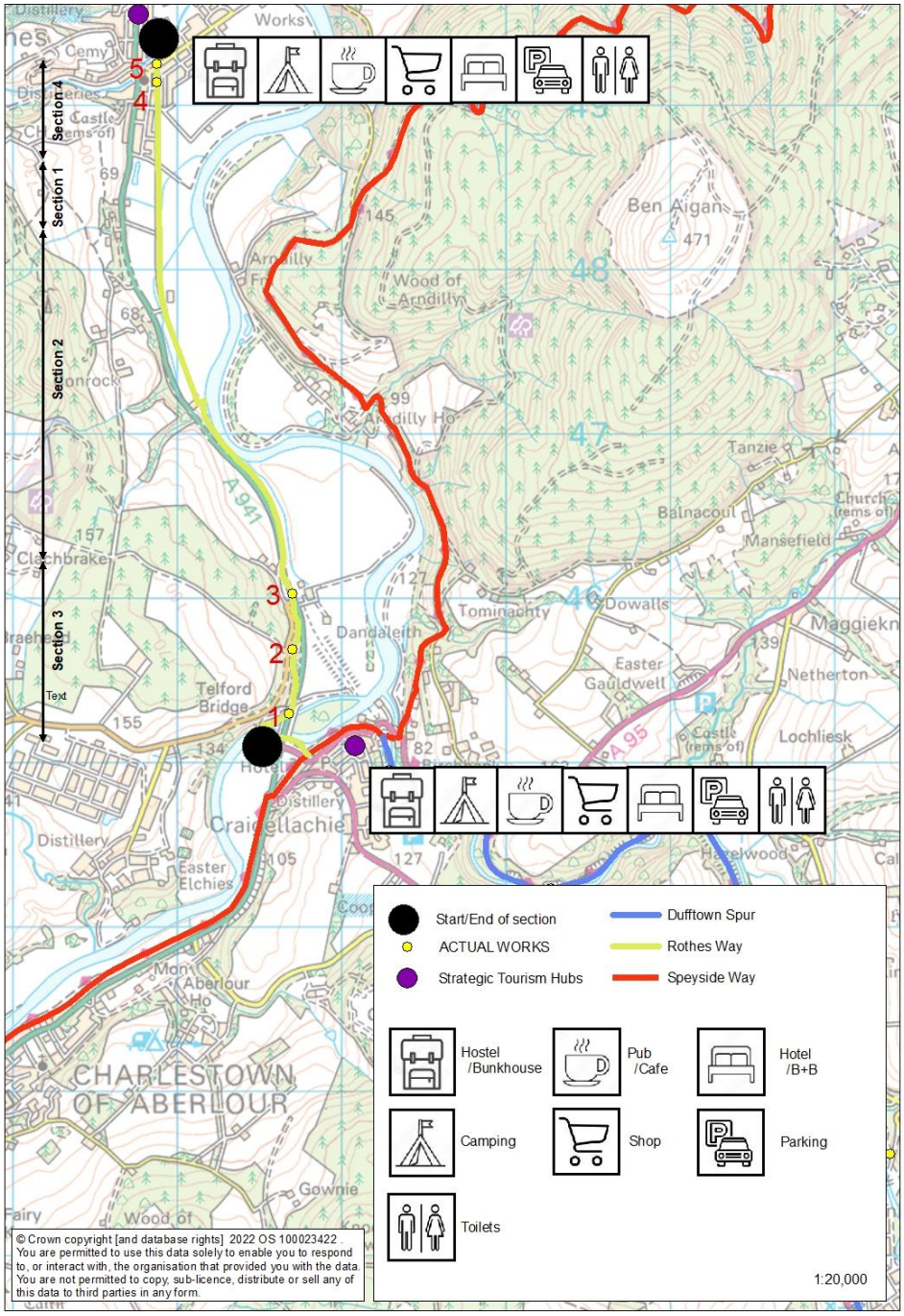
<table>
<tr><td></td><td>
<table>
<tr><td>River Fiddich Bridge</td><td>£50,000</td></tr>
<tr><td>Newton Bridge</td><td>£50,000</td></tr>
<tr><td>Landslip 1 – steel structure</td><td>£125,000 estimate (TBC by Moray Council following commission of engineering report)</td></tr>
<tr><td>Engineering report on steel structure – should this bid to RTF5 be successful</td><td>£2,000</td></tr>
<tr><td>Landslip 2 – gabion baskets</td><td>£15,000</td></tr>
<tr><td>Cuttings (£20-£25/linear m)</td><td>£17,000</td></tr>
<tr><td>Path works (3,250m x £8/m)</td><td>£26,000</td></tr>
<tr><td>Drainage Works</td><td>£15,000</td></tr>
<tr><td>Sub Total</td><td>£300,000</td></tr>
<tr><td>Contingency at 25%</td><td>£75,000</td></tr>
<tr><td>TOTAL</td><td>£375,000</td></tr>
<tr><td>TOTAL + VAT (20%)</td><td>£450,000</td></tr>
</table>
</td></tr>
<tr><td>Potential Delivery Agents</td><td>Planning permission likely to be required for the steel structure at landslip 1

Specialist contractors will be required for all aspects of these works and as such the works will need to be phased, with the bridge and landslip works to be completed first.

Ongoing site monitoring and any routine maintenance work will be delivered by Moray Council</td></tr>
<tr><td>Potential Sources of Match Funding and Revenue Streams</td><td>• Moray Council match funding from capital budget (subject to approval from the relevant committee)
• Moray Routes Infrastructure Fund
• Just Transition Funding
• Dufftown & District Community Association can apply for up to £30k per year from the EDF Renewables Dorenell Wind Farm Community Benefit Fund
• William Grant Foundation
• Ena Baxter Foundation
• Paths for All
• Moray Council also have access to the Dorenell Wind Farm Fund and have been awarded £50k per year (for 25 years) for path works.
• UKSPF Intervention Code (bid for match funding by Moray Council): Improvements to the natural environment and green and open space which could include community gardens, watercourses, and embankments, along with incorporating natural features into wider public spaces.
Support for linking communities together and with employment opportunities with a focus on decarbonisation.</td></tr>
<tr><td>Timetable for Delivery</td><td>Propose that this project be delivered in 2024/25 to give time for tendering of the various works and planning consents where required.</td></tr>
<tr><td>Monitoring and Evaluation</td><td>• Project 1: Smart Destination and Project 2: Informed Destination will seek funding to develop Tourism Hubs and install counters in key strategic</td></tr>
</table>

	locations. These will be essential in capturing essential statistical information in a consistent, accurate and meaningful way. • There is at present no counter on the Dufftown Spur. Statistics are captured for bike hires (see section above entitled 'Opportunities') plus an abundance of anecdotal evidence of consistent use by locals and tourists. • Increased footfall • Increased visitor revenues • WalkHighlands responses

Project 6: Distilleries Trail – Rothes Way

Site Description	
	The Rothes Way is a new multi-use route that the community of Rothes is seeking to establish, linking Rothes with Craigellachie. The route, for the most part, follows the line of the Morayshire railway and will provide a safe, scenic route for all users, including school children. It avoids the busy main road between the two settlements. It will provide a direct link into the centre of Rothes from the established Speyside Way where it passes Craigellachie and Aberlour, thus enabling visitors to gain easy access to the 3 whisky distilleries in Rothes, crossing over the iconic Telford bridge enroute.
Strategic Fit	Moray Routes: Bright Futures Objectives 1, 2 and 3.

	RTIF Criteria. The main report references several strategic plans, policies, and other relevant reports, namely: Moray Way Feasibility Study (2017); Moray Core Paths Plan, amended (2018); Moray Economic Strategy (2019-29); Moray Council Active Travel Strategy (2022-27); Rothes to Craigellachie Route Study (2018).
What Action / Projects are Proposed	The proposed works are shown as projects 1-5 on the map above. Proposed project work includes: Section 1 – complete Section 2 – partially complete (rerouting of part) Section 3 – not started Section 4 – not started (terminus into Rothes) <u>Sections 2 and 3</u> • Project 1 – Access to Telford Bridge Clearing and improving old tarmac path to layby adjacent to A941 • Project 2 – Construction of an Accessible Route From crossing point on B9102 to link with the old tarmac track. Details of the route to be clarified in discussion with landowner, construction engineer, and trustees. • Project 3 – Informal Road crossings x2 Details of road crossings to be clarified through discussions with Moray Council Roads team <u>Section 4</u> • Project 4 – Construction of an accessible path extending the current works on Section 1 into the centre of Rothes along the old railway line. To be constructed to the same standard as sections 1-3: 500m x 2m wide, 100mm type 1 base, 25mm quarry dust top layer. Details of the route have still to be clarified through discussion with Moray Council as landowner, construction engineer, and trustees. • Project 5 – Triangular Sign and Interpretation at Terminus in Rothes See detail in Project 1: Smart Destination and Project 2: Informed Destination
Purposes	To provide outdoor recreational activities for the local community and its visitors by: • establishing a recognised, safe, and accessible walking and cycling route between Rothes and Craigellachie to be known as the Rothes Way. • promoting those sections of the Rothes Way suitable for family groups and less able users, including those using mobility scooters or adaptive bikes.

	• organising and supporting public events using the Rothes Way for recreational or sporting events To advance citizenship and community development by: • working with landowners and volunteers from the local community to maintain, improve and promote the Rothes Way and the environment alongside • promoting the use of the Rothes Way as a strategic route for active travel and tourism To advance heritage and education by informing the public about the natural environment and the historical significance of the former Morayshire Railway
Indicative Design	Indicative designs have been prepared for Section 3 by upgrading of existing tarmac or creating new path along verge to same standard as sections 1 and 2 (200m x 2m wide, 100mm type 1 base and 25mm quarry dust top layer). Section 4, Terminus into Rothes, will be prepared to the same standards following further discussions with Moray Council.
Opportunities	By providing a link with the popular Speyside Way, the creation of the Rothes Way will provide increased opportunities for active travel and promoting tourism in Rothes. Access to the 3 local distilleries will be enhanced for tourists and in future could be linked to a walking, cycling, canoeing trail linking with the existing Moray Whisky Trail. Information boards will be installed informing path users of features of the natural environment, links to local industries (whisky distilling and salmon fishing) and the historical significance of the former railway line and the Telford Bridge at Craigellachie. There is the potential to further promote tourism by the creation of a café and possible tourist hub in the former Rothes FC Social Club adjacent to the terminus of the route in Rothes Square. The property has been purchased by a local businessman who has plans to develop the property in 2023.
Constraints	Planning permission required for Section 4, but this is unlikely to cause a problem. Details of Section 4 have still to be clarified through discussion with Moray Council but are not expected to cause any serious concerns. The completion of sections 2 and 3 depends on written agreements from three landowners. Two landowners have already given approval in writing. However written approval for completion of part of section 2 has still to be obtained. RWA trustees are seeking legal advice to take this forward and have drafted a letter setting out what they consider the basis for a formal agreement. Should they be unable to reach an agreement, they will consider the option of a Community Right to Buy (CRtB). They have taken guidance from Community

<table>
<tr><td></td><td>Ownership Support Service (COSS) on the procedures and have revised their constitution to be compliant with the CRtB should that option become necessary. They have also considered a Compulsory Path Delineation Order (CPDO). However, they are working hard with the landowner to avoid either of these options.

Section 4 is owned by Moray Council and Rothes Way Association have indicated they are unable to take on the development of this section.</td></tr>
<tr><td>Indicative Capital Costs</td><td>Inclusive of indicative capital costs, project management and professional fees:

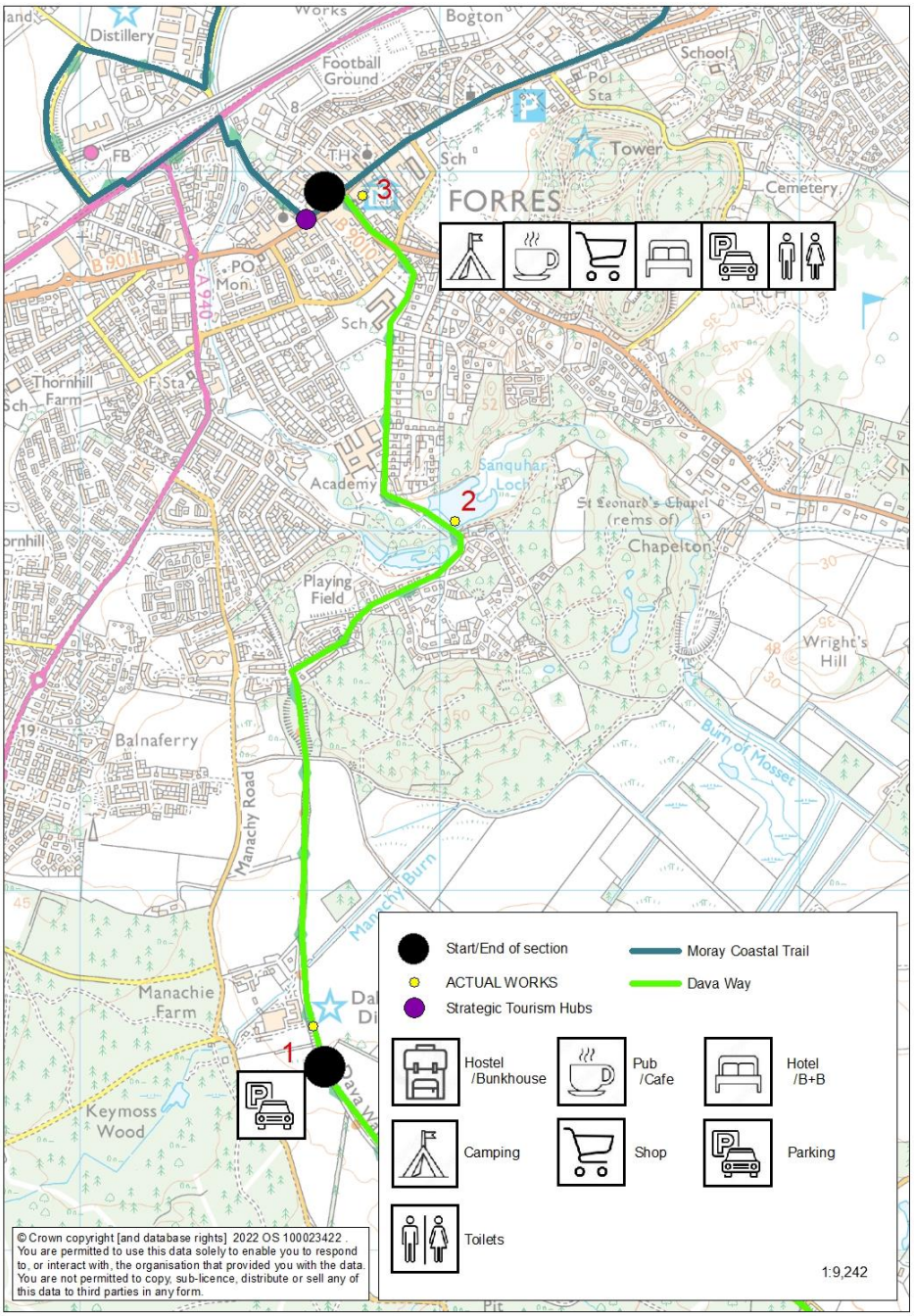
<table>
<tr><th>Project</th><th>Cost</th></tr>
<tr><td>Path construction – section 3</td><td>£15,000 - £20,000 estimate (TBC by RWA)</td></tr>
<tr><td>Informal crossings x2</td><td>£20,000</td></tr>
<tr><td>Access to Telford Bridge</td><td>£5,000</td></tr>
<tr><td>Path construction – terminus into Rothes (£8/m2 x 500m)</td><td>£8,000</td></tr>
<tr><td>Sub Total</td><td>£48,000 - £53,000</td></tr>
<tr><td>Contingency at 25%</td><td>£12,000 – 13,250</td></tr>
<tr><td>TOTAL</td><td>£60,000 - £66,250</td></tr>
<tr><td>TOTAL + VAT (20%)</td><td>£72,000 - £79,500</td></tr>
</table></td></tr>
<tr><td>Potential Delivery Agents</td><td>Specialist contractors will be employed to plan, design and construct Sections 3 and 4

Moray Council Road’s department will be involved in planning and design of the two road crossings on Section 3 and the path works on Section 4</td></tr>
<tr><td>Potential Sources of Match Funding and Revenue Streams</td><td>

Moray Council match funding from capital budget (subject to approval from the relevant committee)
Moray Routes Infrastructure Fund
Just Transition Funding
To date RWA has been highly successful in raising funds through donations from local businesses, local and national funders, and local events planned by the fund raising team (see list below). Total income banked to date is £75,615.95 and total expenditure is £40,265.42 (June 2022) for work thus far on sections 1 and 2 only:

<table>
<tr><th>Funding Sources</th></tr>
<tr><td>In kind support to build sections 1 and 2</td></tr>
<tr><td>Local fund raising activities</td></tr>
<tr><td>Charity pop up shop – matched by Robertson Trust and Edrington</td></tr>
<tr><td>Cash donations from residents</td></tr>
<tr><td>Rothes Windfarm</td></tr>
<tr><td>Gordon & Ena Baxter Foundation</td></tr>
<tr><td>Berryburn Community Fund</td></tr>
<tr><td>Adam Family Foundation</td></tr>
<tr><td>Inver House Distilleries</td></tr>
<tr><td>Diageo</td></tr>
</table></td></tr>
</table>

	Co-op Community Benefit Fund Rothes Council Moray Council Money for Moray Heritage Lottery Fund • Paths for All Grant provided funds for tools and equipment for the maintenance team. On-going fundraising will be required to meet any repair costs. • RWA does not employ any paid staff.
Timetable for Delivery	Key elements are: 1. Reaching formal agreement for completion of Section 2 (1-2 months) / or pursuing a CRtB or CPDO if agreement cannot be reached (3-5 years) 2. Planning and construction of Sections 2 and 3 (4 - 6 months) 3. Fundraising ongoing up to 5 years, depending on outcome of point 1
Monitoring and Evaluation	• Increased footfall • Increased visitor revenues • Safe and accessible route between settlements • WalkHighlands responses

Project 7 : Historic Connections – Dallas Dhu	
Site Description	
	Dallas Dhu is a historic distillery dating back to Victorian times and is situated half a mile south of Mannachie Avenue in Forres. It is currently in the care of Historic Environment Scotland who maintain it as a museum open to the public. There is a large car park and toilets on site with access on to the Dava Way. As such it is well placed to attract visitors though currently the access is steep and difficult to navigate for all abilities.

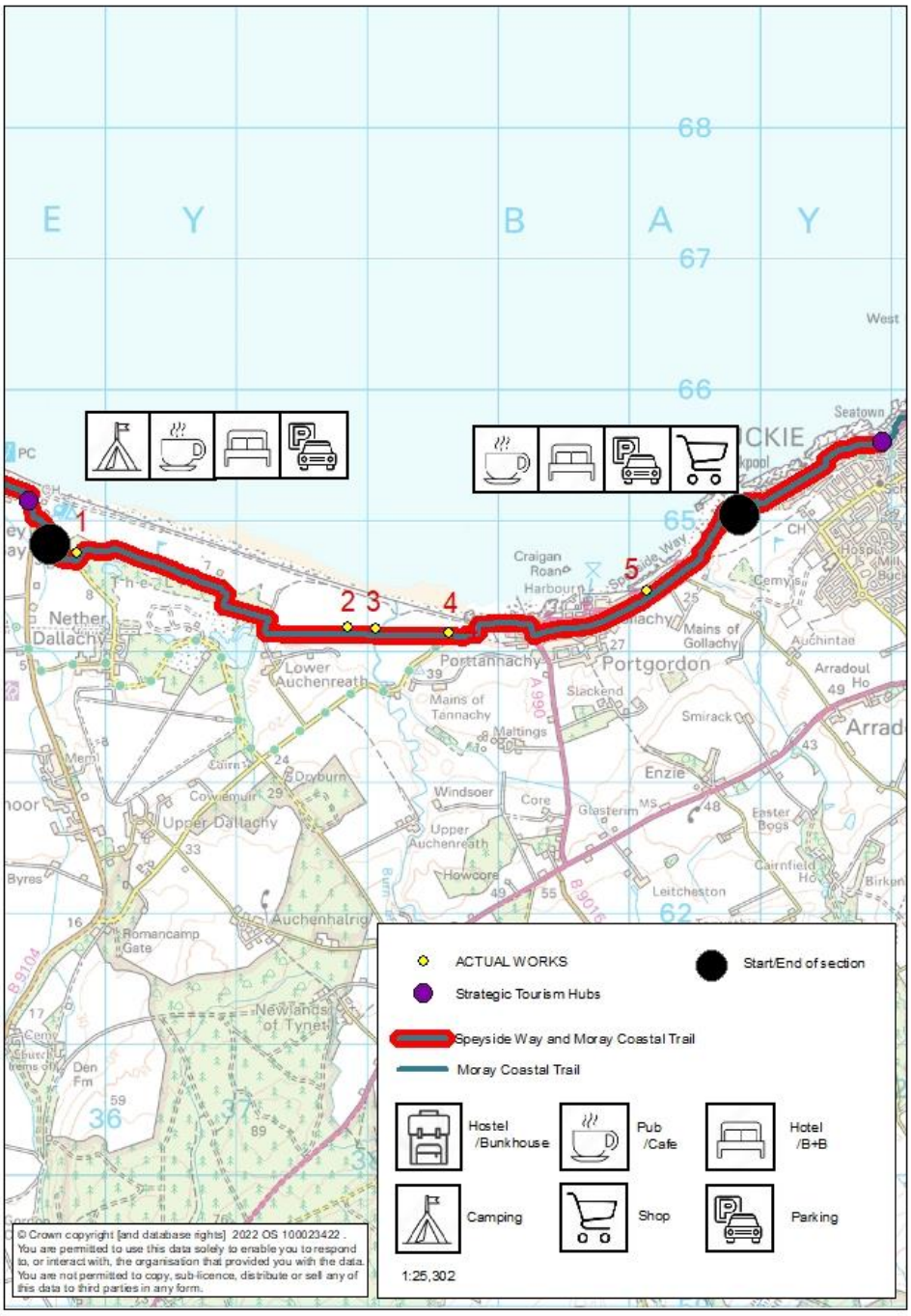
	There has been significant new house building on the route between Dallas Dhu and Forres with imminent plans for a further large housing development. This project proposes to create an all abilities access path up on the Dava Way from Dallas Dhu and as such enhance the experience for visitors and people living in these communities and nearby Forres.
Strategic Fit	Moray Routes: Bright Futures Objectives 1, 2 and 3. RTIF Criteria. The main report references several strategic plans, policies, and other relevant reports, namely: Moray Core Paths Plan, amended (2018); Moray Economic Strategy (2019-29); Moray Local Development Plan (2021).
What Action / Projects are Proposed	The proposed works are shown as Projects 1-3 on the map above. Proposed project work includes: <u>Project 1 – All Abilities Access</u> • Re-engineer access from Dallas Dhu car park via all abilities path up to Dava Way. <u>Project 2 – New Triangular Sign at Sanquhar Loch</u> • Included in Project 2: Informed Destination. Inviting the public to consider an alternative off road route back to the centre of Forres. <u>Project 3 – Counters</u> • Included in Project 1: Smart Destination.
Purpose	To provide outdoor recreation facilities and activities for the local community and its visitors by: - establishing a recognised walking and cycling route between Forres and Grantown-on-Spey. - promoting those sections of the Dava Way suitable for equestrians or accessible by mobility scooter. - organising and supporting public events using the Dava Way for recreational or sporting activities. To advance citizenship and community development by: - working with landowners, land occupiers and volunteers from the local community to maintain and improve the route and the environment alongside. - promoting the use of the Dava Way as a strategic route for active travel. To advance heritage and education by: - restoring and preserving Highland Railway buildings and artefacts along the route.

<table>
<tr><td></td><td>- informing the public about the natural environment and heritage, the influence of the Highland Railway and the history connected with the local communities.</td></tr>
<tr><td>Indicative Design</td><td>Planning application to be submitted to Moray Council.

Designs to be confirmed by Dava Way Association.</td></tr>
<tr><td>Opportunities</td><td>The Dava Way Association has a positive history of project delivery with the ability to manage this project to completion. They also have access to a positive and able group of volunteers who they proactively manage on a regular basis.</td></tr>
<tr><td>Constraints</td><td>Historic Environment Scotland – awaiting response but not expected to cause a problem.

Planning permission required from Moray Council but not expected to cause a problem.</td></tr>
<tr><td>Indicative Capital Costs</td><td>Inclusive of capital costs, project management and professional fees:

<table><tr><th>Project</th><th>Cost</th></tr><tr><td>New all abilities connecting path</td><td>£75,000</td></tr><tr><td>Contingency at 25%</td><td>£18,750</td></tr><tr><td>TOTAL</td><td>£93,750</td></tr><tr><td>TOTAL + VAT (20%)</td><td>£112,500</td></tr></table></td></tr>
<tr><td>Potential Delivery Agents</td><td>Specialist contractors appointed and managed by Dava Way Association</td></tr>
<tr><td>Potential Sources of Match Funding and Revenue Streams</td><td>• Moray Council match funding from capital budget (subject to approval from the relevant committee)
• Moray Routes Infrastructure Fund
• Just Transition Funding
• Baxter Foundation
• Adam Trust
• Altyre Estate</td></tr>
<tr><td>Timetable for Delivery</td><td>Deliverable in 2023/24</td></tr>
<tr><td>Monitoring and Evaluation</td><td>• Route counters
• Increased footfall
• Increased visitor revenues
• Social media posts</td></tr>
</table>

Project 8: Coastal Connections – Spey Bay to Buckie	
Site Description	

	This unique section of the Moray Routes combines the Moray Coastal Trail and the Speyside Way. Section 1 weaves its way through Dallachy Wood and has the potential to provide a wonderful link via the old railway line to Portgordon and then beyond to Buckie, with its amazing colony of Moray Firth seals enroute
Strategic Fit	Moray Routes: Bright Futures Objectives 1, 2 and 3. RTIF Criteria. The main report references several strategic plans, policies, and other relevant reports, namely: Moray Core Paths Plan, amended (2018); Moray Economic Strategy (2019-29); Moray Council Active Travel Strategy (2022-27); Moray Local Development Plan (2021).
What Action/ Projects are Proposed	The proposed works are shown as Projects 1-5 on the map above. Proposed project work includes: <u>Project 1 – From Spey Bay through Dallachy Wood</u> • Works on tree clearance for this section now scheduled by Crown Estate Scotland. This will ensure improved access from Spey Bay to Portgordon • Create an all abilities path through this section, connecting with the section along the old railway line into Portgordon <u>Project 2 – Old Railway Line</u> • Reinstate an all abilities path from Dallachy Wood, along the length of old railway line, into Portgordon <u>Project 3 – Bridge Works</u> • Secure base and railings <u>Project 4 – Counters and Signage</u> • To be delivered as part of Project 1: Smart Destination and Project 2: Informed Destination <u>Project 5 – From Portgordon to Buckie</u> • Create an all abilities path through this section, providing an accessible connection between the two settlements and giving access to the marine wildlife of the area.
Purpose	To create an all abilities path connecting local people and visitors between Spey Bay, Portgordon and Buckie
Indicative design	<u>All abilities path from Spey Bay through Dallachy Wood</u> • In terms of the future management of Dallachy woods by Crown Estate – there are currently no firm plans to undertake any significant harvesting of the woodland. Planned works will be predominantly focussed on the clearance of windblown trees that fall across the path (as required) and monitoring trees adjacent to (within falling distance of the path). An estate wide tree inspection was undertaken in summer 2021 with a

	recommendation to remove some (highest risk) of the dead trees adjacent to the path. This work was commissioned in October 2022 • Crown Estate are happy to work in partnership with Moray Council to create a new all abilities trail through the wood, thus connecting to the proposed improved section along the 1.5km of old railway line into Portgordon Standard: Dug at least 50mm deep and lined with geotextile sheet Lay and roll Type 1 – 100mm deep Lay and roll whinstone or granite dust – 25mm deep x 2m width <u>All abilities path along the old railway line into Portgordon</u> • Scrape top where required and set aside • Redistribute existing stone material base from old railway • Lay and compact whinstone or granite dust – 25mm depth x 2m width <u>All abilities path from Portgordon to Buckie</u> • Redistribute existing stone material • Lay and roll whinstone or granite dust – 25mm deep x 2m width
Opportunities	The old railway line from Portgordon to where the path enters Dallachy Wood is owned by Moray Council thus offering no obstruction in terms of timescales and delivery of this section of the works. There is an opportunity to improve access for everyone from Buckie, through Portgordon, and all the way to Spey Bay. This is a well-used route by local people, and, through better promotion and improved access, this section could be more widely promoted to visitors. It is currently a strategic gap in the routes network. Connecting with an all abilities path on from Portgordon to Buckie creates an opportunity for people to get close to marine wildlife (Grey Seal colony at Portgordon) along this section of the coast. Portgordon Community Trust are in the process of creating a Community Hub and are a willing partner in this project. The Community Hub has been developed following the purchase of the Richmond Arms hotel, with support from Highlands & Islands Enterprise and Crown Estate Scotland. The new Community Hub includes a café with toilets, and future overnight accommodation is planned. Portgordon Community Trust have also developed a community garden (growing food for the café and community), which is being branded as a green sustainable demonstration site and includes an underground rain water tank and solar power. The area boasts a beautiful harbour which is also undergoing significant upgrading works, which all adds to the charm for visitors. There is a BBQ and picnic benches nearby and a cycle repair section. In addition, there is an EV charging point in the village and a village shop

<table>
<tr><td>Constraints</td><td>The path through Dallachy Woods from Spey Bay will require ongoing maintenance, which Crown Estate are committed to.

An alternative route is available through the golf course should at any time the route through Dallachy Woods be closed due to storm damage to the trees.</td></tr>
<tr><td>Indicative Capital Costs</td><td>Inclusive of indicative capital costs, project management and professional fees:

<table>
<tr><th>Project</th><th>Cost</th></tr>
<tr><td>Maintain open access through Dallachy Wood</td><td>Cost being met by Crown Estate Scotland</td></tr>
<tr><td>New access for all through Dallachy Wood
(£25/m2 x 1.5km)</td><td>£75,000</td></tr>
<tr><td>Improved access for all along the old railway line
(£8/m2 x 1.5km)</td><td>£24,000</td></tr>
<tr><td>Improved access for all along the coast from Portgordon to Buckie
(£8/m2 x 1.5km)</td><td>£24,000</td></tr>
<tr><td>Footbridge works</td><td>£2,000</td></tr>
<tr><td>Sub Total</td><td>£125,000</td></tr>
<tr><td>Contingency at 25%</td><td>£31,250</td></tr>
<tr><td>TOTAL</td><td>£156,250</td></tr>
<tr><td>TOTAL + VAT (20%)</td><td>£187,500</td></tr>
</table>
</td></tr>
<tr><td>Potential Delivery Agents</td><td>Crown Estate Scotland has already tendered and appointed contractors for their tree maintenance/ clearance works through Dallachy Woods. Moray Council will need to appoint contractors to upgrade the old railway line and the section from Portgordon to Buckie. The section through Dallachy Woods would be in partnership with Crown Estate.</td></tr>
<tr><td>Potential Sources of Match Funding and Revenue Streams</td><td>

Moray Council match funding from capital budget (subject to approval from the relevant committee)
Moray Routes Infrastructure Fund
Just Transition Funding
Crown Estate Scotland would be prepared to consider a financial contribution at the appropriate time
Golf Club
Portgordon Community Trust have successfully raised funding for several projects. As such they have a positive track record of successfully generating funding and are prepared to seek match funding for this project. Previous funders/ grant sponsors include:

<table>
<tr><th>Funding Sources</th></tr>
<tr><td>HIE – various sources</td></tr>
<tr><td>Beatrice Wind Fund</td></tr>
<tr><td>W.M.Grant</td></tr>
</table>
</td></tr>
</table>

		Corra Foundation Lennox Community Council National Lottery Mutch4less Portgordon Theatre Group tsi Moray Community Land Fund Arnold Clark Community Fund Springfield SSEN CARES – Local Energy Scotland Greenshoots SLF
Timetable for Delivery	Deliverable in 2023/24	
Monitoring and Evaluation	• Route counters • Increased footfall • Increased visitor revenues	

13 Appendices

13.1 Appendix 1: Stakeholder Engagement Questionnaire on the draft Plan

We are a group of independent consultants who have been commissioned by Moray Council to prepare a Moray Routes Strategic Infrastructure Plan to support an application to Round 5 of the Rural Tourism Infrastructure Fund. We have been in touch with you previously and we are seeking your comments on the draft Plan.

It is particularly important that you note the following before responding :

- The Moray Routes Strategic Infrastructure Plan has been written and developed specifically to satisfy criteria set down by the Scottish Tourism Recovery Taskforce (STRT). The STRT are responsible for ensuring that, following the Covid outbreak, a tourism recovery plan is fully coordinated with wider Scottish Government and other relevant sectoral recovery plans, and with the national tourism strategy Scotland Outlook 2030. The tourism priority in the Plan is important and while Moray Routes are used extensively by residents; they are not the primary focus.
- Funding for the projects outlined in the Plan, if the application is successful, will come from the Scottish Government's Rural Tourism Infrastructure Fund (RTIF) Round 5. Funding assistance could extend to 75% of identified costs with matching funds from a variety of other sources including Moray Council.
- The RTIF is administered by Visit Scotland and this Plan will be set before the funding award panel to demonstrate that there is a pipeline of projects. The RTIF Assessment Panel includes representatives of Scottish Government, Scottish Enterprise, Highlands & Islands Enterprise, COSLA, NatureScot, Architecture and Design Scotland as well as VisitScotland. The RTIF Round 5 is likely to be highly competitive with demand exceeding the available funding.
- Moray Council were successful in their RTIF Round 4 application for facilities like toilets and car parks, elsewhere on the Moray Routes network. This Plan is intended to complement the Round 4 investment through its focus on strategic gaps in the route network with projects designed primarily to improve the visitor experience and make the Moray Routes network more inclusive and easier to manage through use of technology.
- Also likely is that of the six primary projects put forward, perhaps only two will be supported by RTIF for detailed investigation to get them to 'shovel ready' status in 2023/24. Other projects in the 'pipeline' may have to wait until subsequent years to receive RTIF funding. Equally, as we know, government funding will be squeezed in uncertain ways over the coming years and guaranteeing support is not possible.
- RTIF is primarily about projects that support the wider visitor interest, choices, and experience making Moray a more attractive place to visit. Funding cannot support projects which are led by the private sector, or which will directly benefit any private sector business

or groups of businesses. Land and/or facilities receiving support should generally be owned or on a long agreement through public bodies or constituted community groups

Questionnaire on draft Moray Routes Strategic Infrastructure Plan

Questions	Yes	No	Comments
1. Are you supportive of the rationale and actions in the Plan and the identified strategic gaps in the Moray Routes network?			
2. In your opinion, does the Plan address Responsible Tourism and quality visitor experience issues on the Moray Routes?			
3. In your opinion, does the Plan support communities using the Moray Routes to become more resilient and able to better manage tourism demands and develop new local business opportunities?			
4. Are there any barriers or constraints you feel the Plan should highlight?			
5. Are there any opportunities or benefits you feel the Plan should highlight?			
6. In principle, is your organisation content to be listed in the Plan as:			
A delivery agent (commitment to at least help in kind in getting the project established)			
Supporting partner (commitment to recording your support through correspondence)			
An owning and managing agent, taking responsibility for facility ownership and maintenance, data collection etc over the longer term			
Other – please state			

7. Any other comments on the Plan?	

REPORT TO: **ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 7 FEBRUARY 2023**

SUBJECT: **INFORMATION REPORT: LIST OF PROPERTY TRANSACTIONS CONCLUDED UNDER DELEGATED POWERS**

BY: **DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT & FINANCE)**

1. REASON FOR REPORT

1.1 To inform the Committee of property transactions which have been dealt with under delegated powers.

1.2 This report is submitted to the Economic Development and Infrastructure Services Committee in terms of Section III F (5) of the Council's Scheme of Administration relating to industrial and commercial development.

2. BACKGROUND

2.1 In terms of the Council's Scheme of Delegation, the Head of Housing and Property has delegated authority to grant leases, licenses or other occupation agreements of land and buildings for 25 years or less duration where the initial rent does not exceed £35,000 per annum and sites on long term building leases of up to 125 years duration where the initial rent does not exceed £35,000 per annum.

2.2 In terms of the Council's Scheme of Delegation, the Head of Housing and Property has delegated authority to conduct rent reviews and fix new rents.

2.3 In terms of the Council's Scheme of Delegation, the Head of Housing and Property has delegated authority to grant wayleaves or servitudes over Council owned property.

2.4 In terms of the Council's Scheme of Delegation, the Head of Housing and Property has delegated authority to approve the sale of Council property where the purchase price does not exceed £30,000, subject to liaison with appropriate officials of the Council, and the ward members.

2.5 In terms of the Council's Scheme of Delegation, the Head of Housing and Property has delegated authority to grant assignations of existing leases where the terms of lease remain substantially unaltered and to authorise sub-lets.

2.6 In terms of the Council's Scheme of Delegation, the Head of Housing and Property has delegated authority to approve acquisitions of heritable property up to a value of £50,000 where appropriate provisions have been made in the Capital or Revenue Plan.

3. SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))
The proposals support the aim of delivering financial stability.

(b) Policy and Legal
None.

(c) Financial Implications
The transactions detailed in **APPENDICES I, II, III and IV** will generate monies to the Council.

There are monies allocated in the Capital Plan for the transaction detailed in **APPENDIX VI.**

(d) Risk Implications
None.

(e) Staffing Implications
None.

(f) Property
None.

(g) Equalities/Socio Economic Impact
None.

(h) Climate Change and Biodiversity Impacts
None.

(i) Consultations
None.

4. CONCLUSION

4.1 It is recommended that the Committee notes the 15 leases, 24 rent reviews, 3 servitudes/wayleaves, 4 sales of ground, 1 assignation and 4 property acquisitions as set out in APPENDICES I, II, III, IV, V and VI.

Author of Report: Stuart Beveridge, Asset Manager (Commercial Buildings)
Background Papers:
Ref: SPMAN-1285234812-1218

APPENDIX I

REPORT TO THE ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 7 FEBRUARY 2023

LIST OF LEASES OF BUILDINGS AND SITES – SUBMITTED FOR NOTING

1. Reference No. 2. Officer's Ints	1. Address 2. Tenant	1. Building (m²) 2. Site (Ha)	1. Date of Entry 2. Review Period	Rent	Remarks
1. EL/1/208 2. TIBA	1. 8 Chanonry Road South, Elgin 2. Education & Social Care Service	1. 550sqm 2. 0.15Ha	1. 25/7/22 2. 3 years	£30,500 p.a.	Permitted Use: Internal letting for temporary use for corporate records storage.
1. EL/5/271 2. TIBA	1. Unit E Pinefield Business Centre, Elgin 2. Elgin & District Men's Shed (Charity SC048460)	1. 91sqm 2. 0.01Ha	1. 8/8/22 2. 3 years	£6,900 p.a.	Permitted Use: For use as a workshop & store in connection with tenant's charitable purposes.
1. BK/1/222 2. IAWA	1. 18 March Road East, Buckie 2. Richard Earsman, T/A Pr3stige Tinting	1. 70sqm 2. -	1. 16/8/22 2. 3 years	£5,800 p.a.	Permitted Use: Car detailing business.

1. BK/660/4 2. ALBU	1. The Buckie Drifter, Freuchny Road, Buckie 2. Moray Offshore Windfarm (West) Ltd	1. 534.3sqm 2. 0.0526Ha	1. 1/8/22 2. 3 years	£25,000 p.a.	Permitted Use: Temporary offices. Tenant to undertake works fitting out subjects & doing fabric repairs in exchange for a rent free period to be determined by the cost of works.
1. EL/600/2 2. ALBU	1. Field adjacent to Oakview, Morriston Road, Elgin 2. Amanda Davidson	1. - 2. 1.51Ha	1. 14/8/22 2. 5 years	£400 p.a.	Permitted Use: Keeping of bees & associated meadows grass.
1. KE/3/266 2. ALBU	1. Unit F Isla Bank Mills, Keith 2. Oakwood Cooperage Ltd (SC596065)	1. 872sqm 2. 0.2Ha	1. 18/4/22 2. 3 years	£22,000 p.a.	Permitted Use: Workshops & storage in relation to cooperage & barrel storage.
1. KE/1/222 2. ALBU	1. Unit 2, 4 Westerton Road South, Keith 2. Lisa Henderson	1. 25sqm 2. 0.003Ha	1. 10/10/22 2. 3 years	£3,540 p.a.	Permitted Use: Florists workshop, storage & distribution (direct sales to public prohibited).

1. EL/1/225 2. TIBA	1. Unit 5, 2 Chanonry Road North, Elgin 2. McConnachie Land & Forestry Services Ltd (SC590104)	1. 25sqm 2. -	1. 1/10/22 2. 3 years	£3,960 p.a. + VAT	Permitted Use: Office in connection with the tenant's business as a forestry & woodland consultancy contracting service.
1. KE/555/13 2. CQ	1. St Rufus Park, Keith 2. Springfield Properties	1. - 2. 0.34Ha	1. 27/6/22 2. -	£3,632.80	Permitted Use: Temporary site compound in relation to install of Scottish Water waste water storage infrastructure.
1. CL/GEN 2. CQ	1. Land adjacent to Cullen Viaduct, Cullen Links Car Park, Cullen 2. Scottish Gas Networks	1. - 2. 0.004Ha	1. 22/8/22 2. -	£200	Permitted Use: Temporary site compound in relation to maintenance of existing gas main water-crossing.
1. EL/GEN 2. CQ	1. 111 Duncan Drive, Elgin 2. Mr & Mrs G McIntosh	1. - 2. 0.002Ha	1. 18/7/22 2. -	£325	Permitted Use: Temporary site compound in relation to residential garage construction at adjacent property.

1. BK/482/5 2. SB	1. Portessie Nursery School, School Road, Buckie 2. Portessie Playgroup	1. 68sqm 2. -	1. 2/8/21 2.	£660 p.a.	Permitted Use: Playgroup. Stepped/phased rent over 6 year lease term.
1. EL/660/10 2. IAWA	1. 17 High Street, Elgin 2. Morag Martin	1. 95.6sqm 2. 0.01Ha	1. 29/10/22 2.	£0	Permitted Use: Used as a pop up shop for licensee's photography business. License terminated on 26/11/22.
1. FR/4/206 2. IAWA	1. 4 Waterford Circle, Forres 2. Biomatrix Water Solutions Ltd	1. 70sqm 2. -	1. 25/11/22 2. 3 years	£7,500 p.a.	Permitted Use: Manufacture & storage of equipment used in water treatment & habitat creation & ancillary uses.
1. PK/482/2 2. SB	1. Portknockie Nursery, Portknockie Primary School, King Edward Terrace, Portknockie 2. Portknockie Nursery	1. 204sqm 2. -	1. 2/8/21 2. 6 years	£348 p.a.	Permitted Use: Nursery. Stepped/phased rent over 6 year lease term.

APPENDIX II

REPORT TO THE ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 7 FEBRUARY 2023

LIST OF RENT REVIEWS OF BUILDINGS AND SITES - SUBMITTED FOR NOTING

1. Ref No. 2. Valuer's Ints.	1. Address 2. Tenant	1. Building (m^2) 2. Site (Ha)	1. Date of Entry 2. Review Period Interval	1. Previous Rent 2. New Rent	Remarks
1. FR/1/213 2. IAWA	1. 1A Greshop Road, Forres 2. William McLennan	1. - 2. 0.15Ha	1. 1/6/17 2. 5 years	1. £4,800 p.a. 2. £5,250 p.a.	Permitted Use: Car mechanics workshop.
1. MO/1/103 2. IAWA	1. 9 Mosstodloch Industrial Estate, Mosstodloch 2. Taylor Engineering	1. - 2. 0.17Ha	1. 11/3/19 2. 3 years	1. £5,500 p.a. 2. £6,350 p.a.	Permitted Use: Yard for engineering business.
1. MO/1/100 2. IAWA	1. 5 Mosstodloch Industrial Estate, Mosstodloch 2. Taylor Engineering	1. - 2. 0.12Ha	1. 15/5/77 2. 5 years	1. £1,650 p.a. 2. £1,825 p.a.	Permitted Use: General engineering works.
1. FR/4/210 2. IAWA	1. 17 Waterford Circle, Forres 2. Aaron Stuart	1. - 2. 0.11Ha	1. 1/10/16 2. 5 years	1. £3,000 p.a. 2. £3,635 p.a.	Permitted Use: Yard for manufacture & storage of precast concrete products.

1. EL/1/206 2. TIBA	1. 8 Chanonry Spur, Elgin 2. AM Details Ltd (SC495779)	1. 86.2sqm 2. -	1. 4/4/07 2. 3 years	1. £5,940 p.a. + VAT 2. £6,750 p.a. + VAT	Permitted Use: Manufacture, storage & distribution of car care products.
1. EL/5/105 2. TIBA	1. Unit 5 Parade Spur North, Elgin 2. Squeaky Clean WC Ltd (SC582611)	1. - 2. 0.02Ha	1. 26/6/87 2. 5 years	1. £820 p.a. 2. £920 p.a.	Permitted Use: Workshop, store & yard in connection with tenant's window cleaning business.
1. HN/750/13 2. ALBU	1. Site 21A & B Hopeman Harbour, Hopeman 2. Martin South	1. 46sqm 2. 0.004Ha	1. 1/9/16 2. 3 years	1. £835 p.a. 2. £1,000 p.a.	Permitted Use: Private storage.
1. BD/1/202 2. ALBU	1. Unit 3 Burghead Harbour, Burghead 2. David Erker	1. 65sqm 2. 0.02Ha	1. 24/6/19 2. 3 years	1. £3,500 p.a. 2. £4,330 p.a.	Permitted Use: Light metal fabrication & engineering.
1. EL/8/135 2. TIBA	1. Unit 35 Tyock Industrial Estate, Elgin 2. Edward Gordon Laing	1. - 2. 0.03Ha	1. 29/8/97 2. 5 years	1. £1,100 p.a. 2. £1,465 p.a.	Permitted Use: Workshop & ancillary offices.
1. EL/1/230 2. TIBA	1. 9 Chanonry Road South, Elgin 2. David McCrea	1. 110sqm 2. -	1. 1/4/16 2. 3 years	1. £8,900 p.a. + VAT 2. £9,700 p.a. + VAT	Permitted Use: Storage & distribution unit with showroom & ancillary sales.

1. EL/1/216 2. TIBA	1. 10 Chanonry Road North, Elgin 2. Moray Distillery Ltd (SC519606)	1. 110sqm 2. 0.01Ha	1. 1/6/16 2. 3 years	1. £8,600 p.a. + VAT 2. £9,800 p.a. + VAT	Permitted Use: Use as a production, storage & distribution premises for a micro-distillery business,
1. EL/1/201 2. TIBA	1. 3 Chanonry Spur, Elgin 2. Iain Emslie	1. 174sqm 2. 0.09Ha	1. 17/2/18 2. 3 years	1. £11,635 p.a. + VAT 2. £14,600 p.a. + VAT	Permitted Use: Storage & maintenance of taxi vehicles.
1. LH/1/201 2. IAWA	1. Unit 1 Lhanbryde Industrial Estate, Lhanbryde 2. Raymond MacKenzie	1. 47.2sqm 2. 0.02Ha	1. 1/11/00 2. 3 years	1. £4,350 p.a. 2. £4,900 p.a.	Permitted Use: Interior decorator/ Upholstery store & workshop.
1. EL/5/272 2. TIBA	1. Unit F Pinefield Business Centre, Elgin 2. Mr Jihad Kabbani	1. 59sqm 2. -	1. 11/7/01 2. 3 years	1. £4,800 p.a. 2. £5,400 p.a.	Permitted Use: As a store in connection with the tenant's confectionary wholesale business.
1. EL/5/111 2. TIBA	1. 6 Parade Spur South, Elgin 2. Edward Gordon Laing & Steven Sim	1. - 2. 0.02Ha	1. 2/3/92 2. 5 years	1. £1,055 p.a. 2. £1,600 p.a.	Permitted Use: Store, workshop & showroom for motorcycle dealer.

1. EL/5/101 2. TIBA	1. 6 Diagonal Road, Elgin 2. Yorsipp (Trustees) Ltd (04242849)	1. - 2. 0.08Ha	1. 1/10/82 2. 5 years	1. £2,750 p.a. 2. £3,265 p.a.	Permitted Use: To be used for the tenant's builders business as a workshop & store.
1. EL/5/100 2. TIBA	1. 3 Diagonal Road, Elgin 2. Darroch & Allan	1. - 2. 0.09Ha	1. 1/5/92 2. 5 years	1. £3,300 p.a. 2. £3,900 p.a.	Permitted Use: In connection with their business of carpenters, joiners & shop fitters. Increased rent not payable until 1/10/22 under lease terms.
1. FR/3/101 2. IAWA	1. 2 Waterford Way, Forres 2. Mr Neil Logan & Mrs Angela Logan	1. - 2. 0.12Ha	1. 17/9/82 2. 5 years	1. £950 p.a. 2. £1,250 p.a.	Permitted Use: Builders' workshop & store.
1. EL/1/211 2. TIBA	1. 12 Chanonry Road South, Elgin 2. Speyfruit Ltd	1. - 2. 0.31Ha	1. 1/12/06 2. 5 years	1. £9,370 p.a. 2. £12,250 p.a.	Permitted Use: Vegetable processing plant together with offices & other ancillary uses thereto.

1. EL/1/129 2. TIBA	1. 10 Chanonry Road South, Elgin 2. Laird Properties Ltd (SC573862)	1. - 2. 0.13Ha	1. 1/8/17 2. 5 years	1. £6,000 p.a. + VAT 2. £7,000 p.a. + VAT	Permitted Use: Ground lease for development of workshop, store & offices in connection with plumbing business.
1. EL/5/107 2. TIBA	1. 2 Parade Spur South, Elgin 2. Manitoba Holdings Ltd (SC213696)	1. - 2. 0.03Ha	1. 14/12/92 2. 5 years	1. £1,325 p.a. 2. £1,750 p.a.	Permitted Use: Workshop/store & yard for assembly of electrical control panels & associated purposes.
1. KE/1/203 2. ALBU	1. 3 Westerton Road South, Keith 2. Gordon Duncan Ltd	1. 65sqm 2. 0.01Ha	1. 20/8/10 2. 3 years	1. £3,575 p.a. 2. £4,100 p.a.	Permitted Use: Light haulage storage/ warehouse.
1. KE/3/252 2. ALBU	1. The Gatehouse, Isla Bank Mills, Keith 2. Great Scot (Scotland) Ltd	1. 217sqm 2. 0.01Ha	1. 21/10/19 2. 3 years	1. £9,750 p.a. 2. £11,200 p.a.	Permitted Use: Offices with ancillary storage.
1. KE/1/229 2. ALBU	1. 9 Westerton Road North, Keith 2. Alan Duffus	1. 51.8sqm 2. -	1. 6/8/04 2. 3 years	1. £3,510 p.a. 2. £3,800 p.a.	Permitted Use: Storage & cleaning of equipment used in tenant’s bakery business.

APPENDIX III

REPORT TO THE ECONOMIC DEVELOPMENT & INFRASTRUCTURE SERVICES COMMITTEE ON 7 FEBRUARY 2023

GRANT OF SERVITUDES AND WAYLEAVES

Officer Intls	File Ref	Address	Description	Price	Comments
CQ	LH/GEN	Amenity Ground, Kirkland Hill, Lhanbryde, IV30 8QH	Wayleave to BT Openreach	£657.51	In relation to Fibre Broadband high-speed Internet Network upgrades.
CQ	LO/GEN	St Gerardine's Primary School, Lossiemouth	Wayleave to BT Openreach	£538.80	In relation to Fibre Broadband high-speed Internet Network upgrades.
CQ	LO/GEN	8 Dunbar Court, Lossiemouth, IV31 6NE	Wayleave to BT Openreach	£525.87	In relation to Fibre Broadband high-speed Internet Network upgrades.

APPENDIX IV

REPORT TO THE ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 7 FEBRUARY 2023

LIST OF SALES OF GROUND TO ADJOINING PROPRIETORS – SUBMITTED FOR NOTING

Description	Address	Purchaser	Price	Comments
Sale of ground 29sqm	Land adjacent to Southview, Main Street, Urquhart	Mr & Mrs D Templeton	£1,160	Concluded 24/10/22 Planning Consent obtained Ref: 22/00483/APP Estates Ref: CQ
Sale of ground 120sqm	Land adjacent to 18 Pilmuir Road West, Forres	Mr & Mrs G Thornton	£8,400	Concluded 3/11/22 Planning Consent obtained Ref: 22/00660/APP Estates Ref: CQ
Sale of ground 39sqm	Land adjacent to 18 High School View, Elgin	Mr A Nascimento & Ms M Coull	£2,535	Concluded 30/11/22 Planning Consent obtained Ref: 22/00079/APP Estates Ref: CQ

Sale of ground 50sqm	Land adjacent to 13 Seatown, Buckie	Mr David Gardiner & Mrs Lesley Gardiner	£1,750	Concluded 20/12/22 Planning Consent obtained Ref: 22/00398/APP Estates Ref: CQ

APPENDIX V

REPORT TO THE ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 7 FEBRUARY 2023

LIST OF ASSIGNATIONS OF SITES/UNITS - SUBMITTED FOR NOTING

1. Ref No 2. Valuer's Ints	1. Assignor 2. Assignee	Address	Lease Details	Remarks
1. EI/5/111 2. TIBA	1. Edward Gordon Laing & Steven Sim 2. Edward Gordon Laing	6 Parade Spur South Elgin IV30 6AJ	Lease Commenced 2/3/92 Lease Term 99(Y), 0(M), 0(D) Rental £1,600	Permitted Use: Store, workshop & showroom for motorcycle dealer. Ground Lease assigned into sole name on 18/11/22.

APPENDIX VI

REPORT TO THE ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 7 FEBRUARY 2023

LIST OF PROPERTY ACQUISITIONS – SUBMITTED FOR NOTING

Officers Intls	Plot No/Road Improvement Scheme	Description of Land to be Acquired	Land Owner	Compensation Agreed	Comments
ALBU	Roadside Cottage Rafford	103.9sqm of garden ground for new footpath	Mr Paul & Mrs Annie Hughes	£1,300	Area to be adopted only not purchased.
ALBU	1 Granary Park Rafford	71sqm of garden ground for new footpath	Mr Edward & Mrs Jean Wills	£800	Area to be adopted only not purchased.
ALBU	2 Granary Park Rafford	78.8sqm of garden ground for new footpath	Mr Gary & Mrs Shirley Munn	£940	Area to be adopted only not purchased.
ALBU	Keeper's Cottage Rafford	76.2sqm of scrub woodland for new footpath	Mr Gordon & Mrs Margaret Birnie	£1,100	Area to be adopted only not purchased.