

[REDACTED]

**From:** [REDACTED] [REDACTED]  
**Sent:** 08 March 2018 09:30  
**To:** Planning  
**Cc:** [REDACTED]  
**Subject:** FW: CNPA/LDP - MIR - Transport Scotland draft response - 8th March 2018 - Please review

[REDACTED]

Apologies again for the delay. Please find below Transport Scotland's comments on the Cairngorms Main Issue Report. They provide updates relating to the A9 dualling and Highland Main Line improvements which could be incorporated within the Action Programme or within the text of the Proposed Plan.

**Main Issue 3 'Impacts and opportunities from the A9 and Highland Main Line upgrades' Background section**

**A9**

Wording in paragraph 1 relating to the A9 dualling being delivered in 11 sections is currently under consideration and should not be referenced going forward.

**Highland Main Line**

Wording in paragraph 6 which states "*Similarly, the proposals for faster journey times on the Highland Main Line might result in trains stopping less frequently in some locations in the future and this could have a negative impact on community vitality and viability*" is not a correct statement based on the current proposed calling pattern.

Upgrades to the Highland Main Line continue following "Phase One" of the project which introduced two extra services per day each way and journey time improvements of up to 18 minutes in December 2012. The current "Phase Two" of the project, which is scheduled to be delivered in Spring 2019, aims to achieve:

- (i) an hourly service between Perth-Inverness extended to Glasgow or Edinburgh,
- (ii) average end to end journey time improvement of around 10 mins,
- (iii) more efficient freight operations.

The long term aim of the project seeks to achieve a journey time of 2hrs 45 minutes between Inverness and the Central Belt, with an average journey time of 3 hours by 2025.

We trust you will find the updates helpful in preparing the Proposed Plan. Please do not hesitate to get in touch to discuss.

Regards,

[REDACTED]

Regards

[REDACTED]

[REDACTED]



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