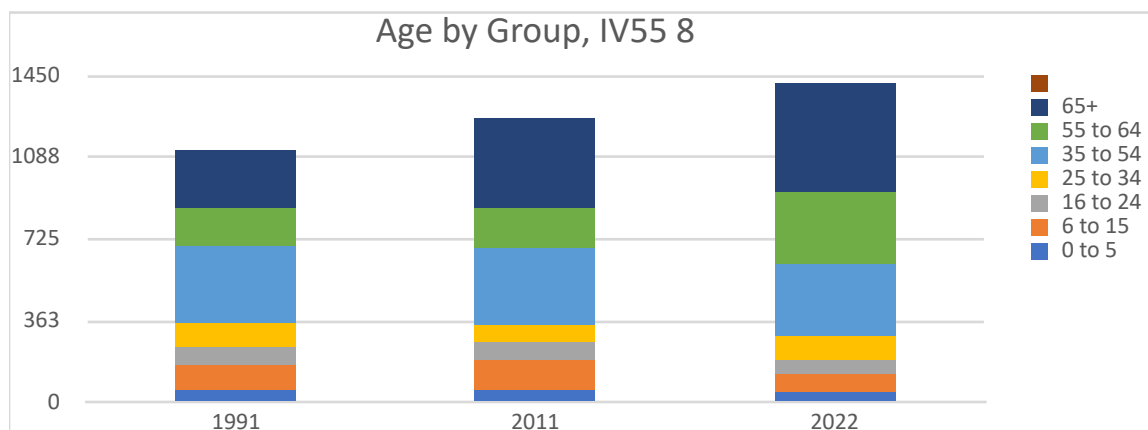
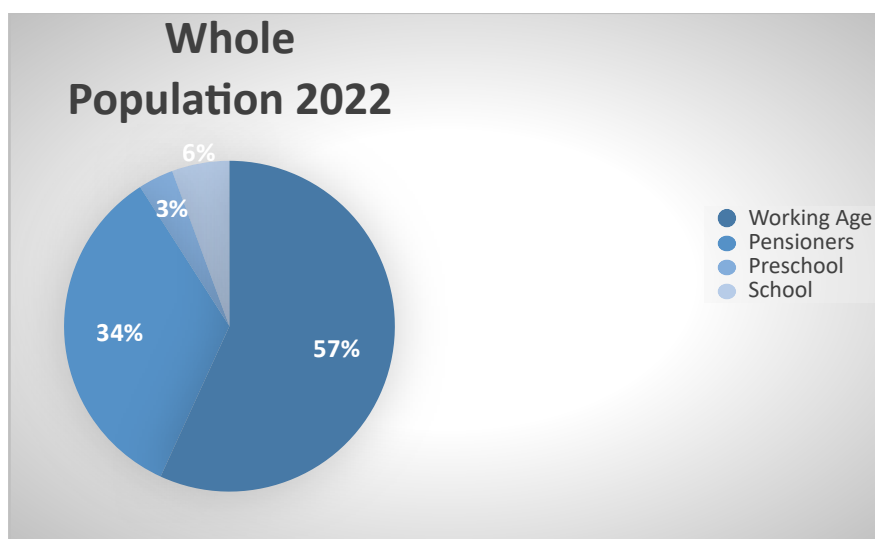


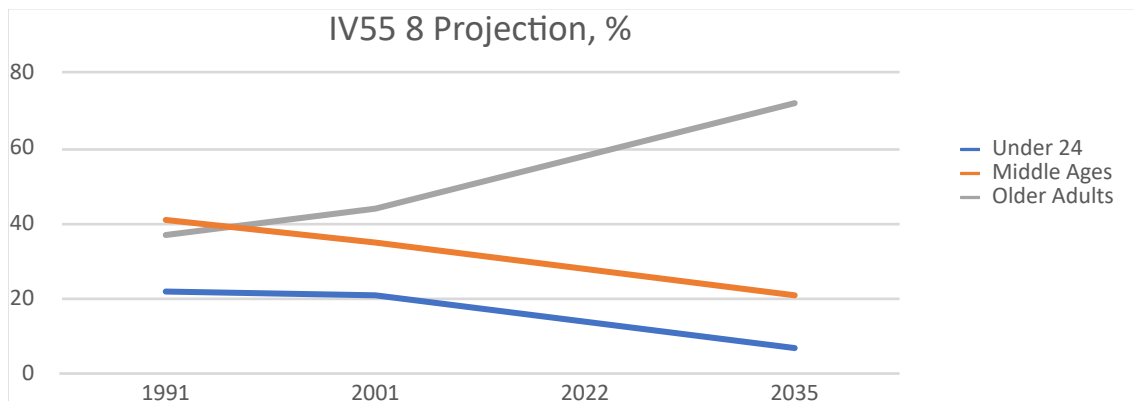
The current population of DCC is around 650, in c. 280 households, half living within the Village. We are also a centre for the residents of Glendale (max. 10 miles by road) and Waternish (max. 11 miles) plus the Struan area (max 9 miles). Within this wider area of 100 square miles, c. 1,500 people, the only primary school, public transport terminus and medical centre are at Dunvegan. In addition we also host NW Skye's only garage, fuel station, and 3/5 grocery shops.



Like the rest of Skye, our resident population has risen in the 21st century. However this rise is wholly in over 55s. The number of children is just a fraction of those needed to replace 300+ people moving out of our workforce by 2035.

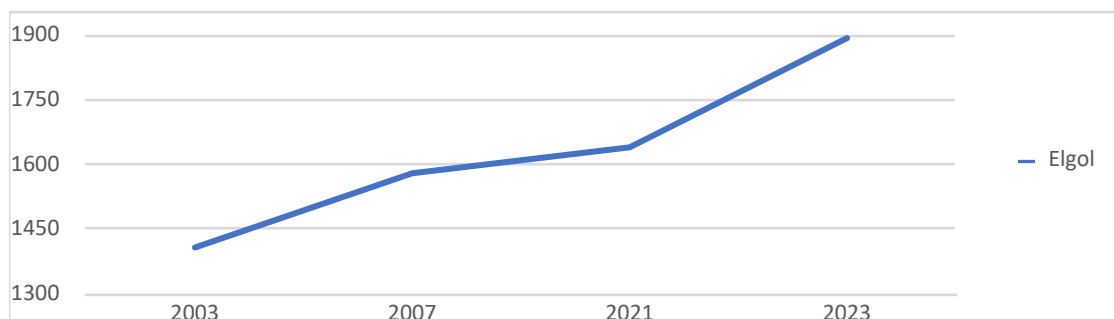


If we continue as we are, by 2035 a majority of adults in IV55 8 will be over 68. (n. 600). Meanwhile the working age population will be just 550.



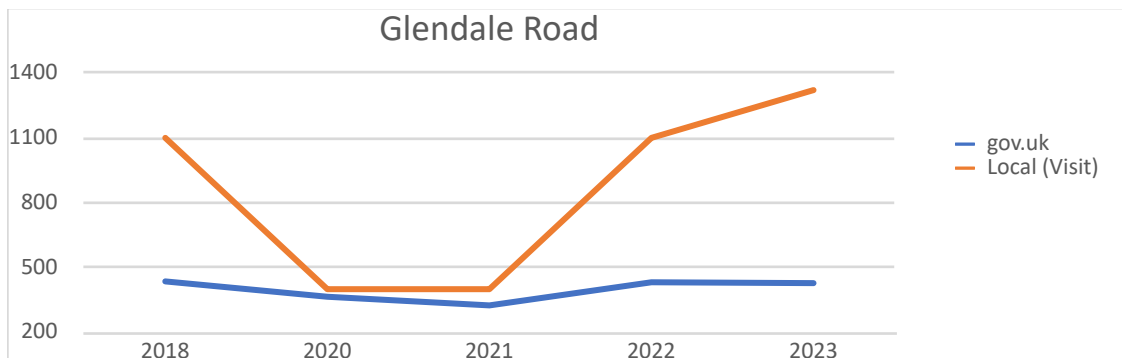
The roots of this problem are well-known: younger adults, particularly with children, are less able to afford higher house prices. With the lack of longterm rentals (due to exceptional profits from holiday letting) it has become impossible for such people to move here, or for local young adults to remain/return.

Traffic: The current trend began around 2012, since when traffic increased by 11.2% in Scotland, but 21.4% in Highland. Skye has experienced even higher increases. This trend looks set to continue to 2035. A frequently counted single-track road, Broadford to Elgol - of similar remoteness and natural appeal - shows figures for a dead-end single-track road.

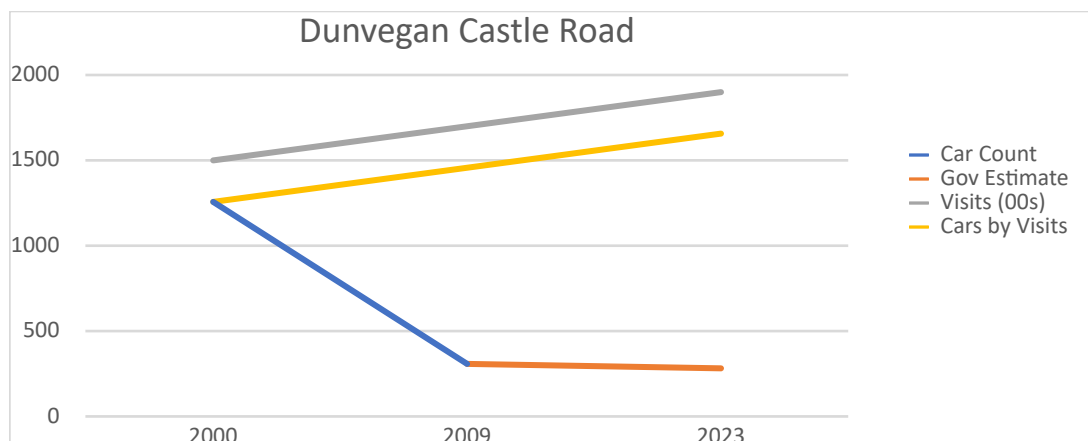


DfT figures for Dunvegan-Glendale are actual counts, but absence of pandemic crash shows they are off-season/residents-only. The Local line below shows a

high-season count, projected recovering in 2022 and rising by the Skye average. This suggests summer road-use is likely at least 3x the official estimate.



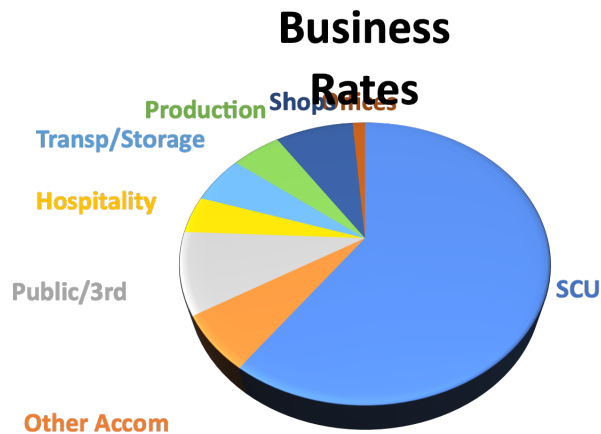
Given the global appeal of Neist, and exceptional numbers of lets in Glendale, likely figures equalled Elgol's 1800 daily average. For Dunvegan Castle, official figures suggest a fall of three-quarters from traffic levels in 2000. However, there are now *more* visitors to the Castle.



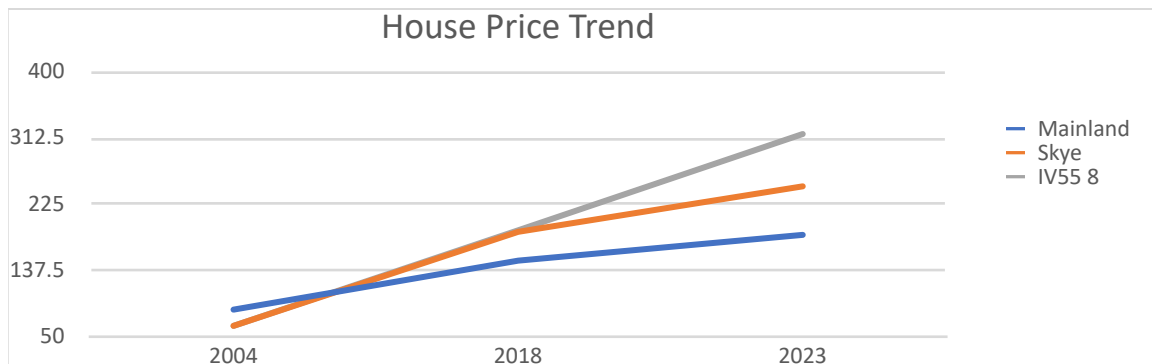
Therefore, the yellow line is the likely *minimum* volume of traffic now using this road during the Castle's opening months: 5x the current estimate.

Official estimates (on which road maintenance is based) are wildly out-of-line with other evidence of traffic volume (and comparable communities/landscapes on Skye). This issue is also escalating rapidly, since summer Skye Bridge traffic increased by 101,565 vehicles (11.4%, Skye Connect) between 2022 and 2023.

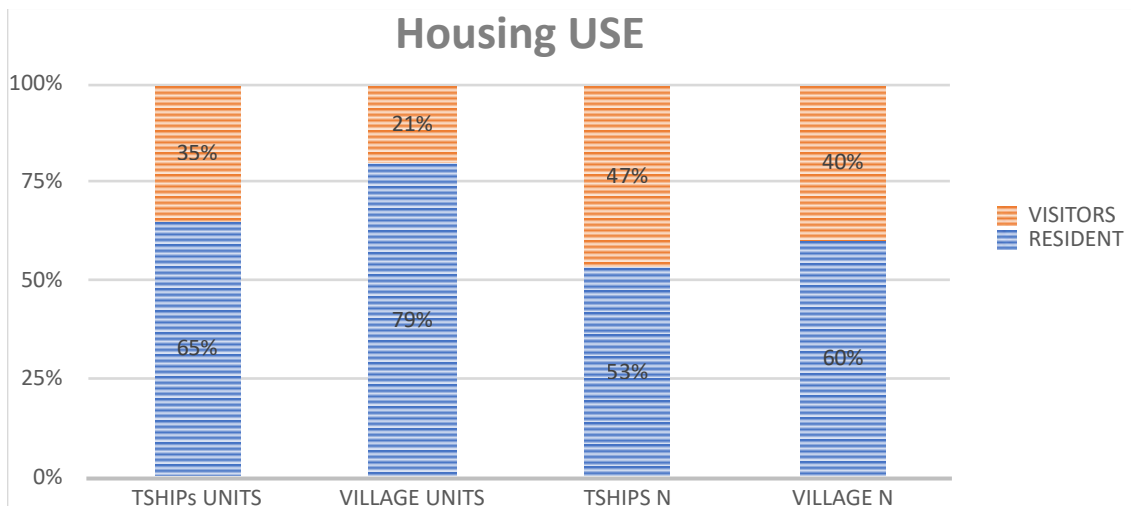
Business & Accommodation:



The average house price in DCC 2022-24 was £262,000, compared to a Skye median of £249,000, and mainland median of £185k in 2023. (IV55 8 average £339,000.) With average wages remaining around £26,600 (vs UK £31,100) and costs exceptionally high due to distance premiums, this is an obvious issue.



The 21st century has seen escalating differences from the traditional model of accommodation, where many resident families opened their homes to visitors as B&B, with hotels the main alternative. The new normal of secondary lets on self-catering is much more significant than any overall rise in visitor numbers. Large numbers of visitors can be accommodated at every level of budget/luxury without ever taking housing from a resident. It is the move away from residents (or second home owners) and visitors sharing space which is unsustainable.



35% of properties in DCC’s townships accommodate visitors: in high season, around one in two people is a visitor. The village is more residential (‘only’ 20% of housing is for visitors) but in high season, 3 in 5 people are staying visitors. Data suggests a total of 69,000 overnight stays in DCC in 2024 - 110 per resident.

As well as serving our own population and visitors, DCC also plays a central role for the residents/visitors of Glendale and Waternish. We are therefore looking at probably 300,000 total day-trippers travelling through DCC. Although rarely highlighted, since out-of-tune with the external appeal of Skye, this is mass tourism on a huge scale. The logistical challenges alone are immense.

Conclusion: DCC is asked to offer essential and amenity services at such scale. But we are doing so on a budget defined by just 600 Council Taxpayers, meaning congested roads, overcrowded parking, overflowing bins, overworked staff and overstressed residents. Therefore, we are aiming to fill-in the official outline with local data from our surveys. The gaps, errors and assumptions in the data currently used by official decision-makers have significant impacts on our lives and futures. They can only be corrected by ensuring our local knowledge is clearly presented and easily accessed in a Community Action Plan.